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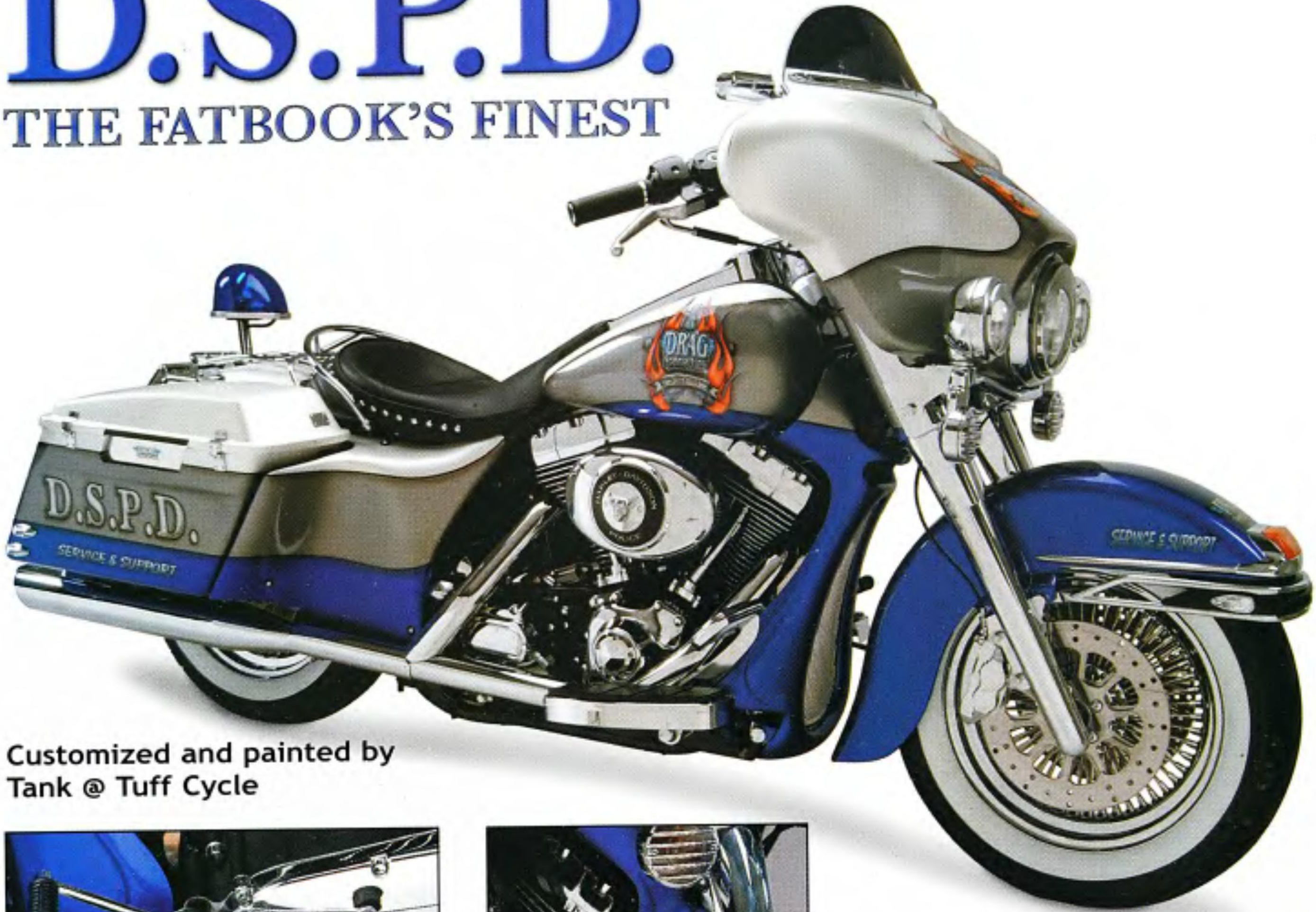

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TakingItEasy

A couple of lawsuits by the same weirdo: He sued a company for ruining his life by firing him. He also sued "God the sovereign ruler of the universe" for taking **"no corrective action"** against any of his enemies and demanded that God compensate him with professional guitar-playing skills and the resurrection of his mother. (I'm sure his mother wouldn't want to be resurrected only to find her son still around.)

And yet another: A jury ruled in favor of a woman and her parents in their lawsuit against two companies that had overcharged them by $1,224 to install two satellite dishes. The jury awarded the plaintiffs a total of **$581 MILLION** in damages.

Picky, picky, picky. A letter carrier was fired by the postal service after 18 years of apparently walking her rounds too slowly. A supervisor wrote of the letter carrier: "At each stop, **the heal** of your leading foot did not pass the toe of the trailing foot by more than one inch. As a result, you required 13 minutes longer than your demonstrated ability to deliver the mail to this section of your route." (And it took them 18 (count 'em, 18) years to come to this conclusion—talk about slow!)

Here's some redneck etiquette we figgered you really needed to know:

1. Never take a beer to a job interview.
2. Always identify people in your yard before shooting at them.
3. It's considered tacky to take a cooler to church.
4. If you have to vacuum the bed, it's time to change the sheets.
5. Even if you're certain that you are included in the will… it's still considered tacky to **drive a U-Haul to the funeral.**

And on the subject of dining out:

1. When decanting wine, make sure that you tilt the paper cup and pour slowly so as not to "bruise" the fruit of the vine.
2. If drinking directly from the bottle, always hold it with your fingers covering the label.

We'll bring you more etiquette rules in the future.

He has introduced charcoal-lined diapers for your dog at $20 to $50, designed to reduce the odor of the dog's flatulence. But, now listen to this one, a veterinarian said he **didn't think the diapers would do well** because so many owners revel in their dog's flatulence as a way of distracting from their own.

Here's a couple of dumb robber tales: A robber was arrested after allegedly robbing a bank and coming away with $50. His holdup note had demanded "all your $100s and $50s," and, as the teller later said, there was lots of money there but unfortunately for the robber, no $100s and only one $50. Then there's the guy who robbed a bank but was arrested when **his get-away was delayed;** he had demanded a bank customer's car keys, left, then returned after a minute with his mask off, to ask the customer which key opened the door.

A man, representing himself in a domestic violence hearing, admitted that he had beaten his girlfriend for "a few minutes," slammed her head into the stove, pulled her hair, and **stuck his thumbs into her eye sockets,** but nonetheless turned to her in the courtroom and said, "I'm willing to overlook a lot of things if you can just get along with me."

Now here's a guy in prison who wanted to make damn sure **he was successful** in killing himself. He hanged himself with a bed sheet, but with a pillowcase over his head, toilet paper in his nostrils, a washcloth in his mouth and his hands tied behind him. (I'm just reporting the facts—but how he managed to tie his own hands behind his back does puzzle me.)

We all know that some people's pets are their treasures, right? Well, apparently some churches have introduced services aimed at improving the lives of parishioner's pets. And some clergy even accompany parishioners to pet euthanizations, or hold **"bark mitzvahs,"** or dispense Holy Communion to dogs. (You heard it here first.)

I've heard of excuses but here are two for the books: A man was convicted of aggravated assault against his girlfriend. It seems he bit off most of her nose in a rage. He admitted that the nose was in his mouth but said that due to her using weight-loss medication, her nose had become brittle and that it just fell off. (Yeah, right.) And Maurice Williams was charged with perjury after he told a judge he was not "Williams," even though "Williams" was **tattooed on his back.** He said, "I can't see what's on my back. If there's some tattoos on my back, someone's been bothering me when I'm asleep." (Yeah, right, again.)

A woman got into a fight with her boyfriend and allegedly stabbed him several times in the chest. But, seeing that he was injured, she put him in the car and headed for the hospital. According to a police account, while she was stopped en route at a traffic light, she realized that her boyfriend hadn't had enough yet so she walked around to the passenger side, **stabbed him again** in the shoulder with a steak knife, and kicked him in the head. But as luck would have it, the police just happened to be nearby and arrested her on a charge of attempted murder. (If only she hadn't thought of taking him for help—she'd be with us today, beating the shit out of him.)

A state attorney general petitioned the state supreme court to remove a judge based on recurring complaints that **under his robe** he used (during trials and other proceedings) a pump device for enhancing masturbation, in view of court personnel, who complained of the "whooshing" noise the gadget made. (Hmm. I think I went before this guy once.)

A chef with about one year's experience in the kitchen filed a lawsuit for $42,000 against the hotel because he had badly cut his finger while slicing open an avocado. He said no one had taught him that the **unripened avocados** were harder to cut than ripened ones.

Surgeons removed half her skull to save her life after an auto accident. But because putting the skull back in place was not quite an emergency, it was delayed by negotiations over cost. **The skull remained in a freezer** for three months while she battled serious pain (and wearing a plastic helmet for protection, feeling her brain "shifting" on her) while the hospital negotiated with the state Medicaid office which pays only for long-term "disabilities." (You'll be glad to hear that her skull was finally reattached.)

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 378 • DECEMBER 2004

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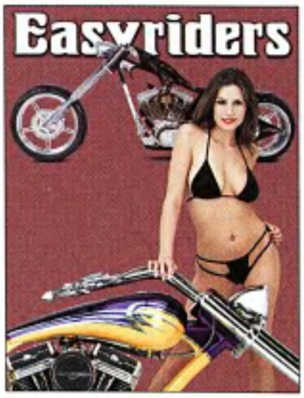

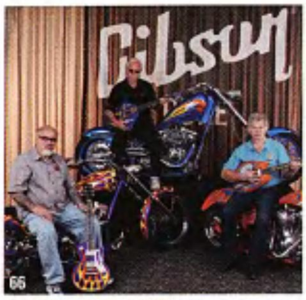

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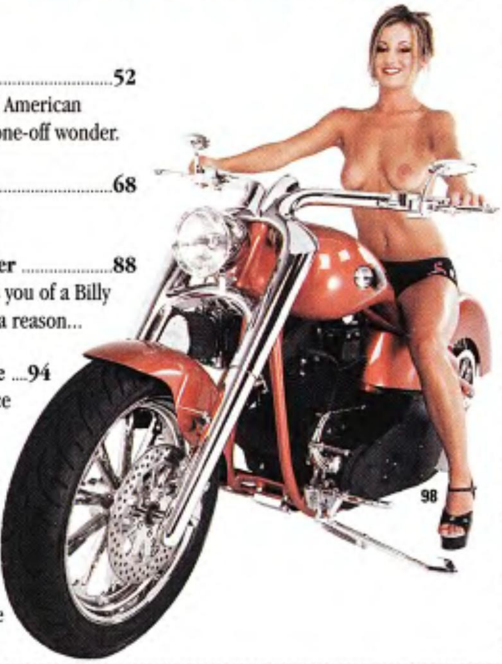

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WordMonger

Bucked Up!

They say a picture is worth a thousand words. I believe that is true, I am in the business of taking pictures, we specialize in motorcycles, and I know I can show you a bike much more accurately than I can describe it.

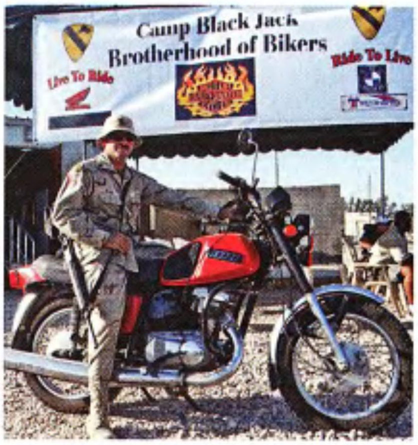
Unfortunately it seems that it takes a translator for some of us to be able to get the message. For example, a certain Buck in Las Vegas who I doubt can tell a Bourget from a Benelli, much less from a one-of-a-kind custom. Buck wrote to *Easyriders* stating how obvious it was that the bike that was featured on the cover of your April 2004 issue utilized a Bourget frame. He insisted this in spite of the specifications you printed for the bike and the content of your article which accurately reported that the creator of the bike frame, fork, etc. is Midwest Choppers/Milwaukee, more specifically one Dave Cook.

But then this letter isn't about Roger Bourget (who builds beautiful bikes), it is about Dave Cook. Dave builds handmade motorcycles from scratch. Frames, forks, foot controls, gas tanks, even headlamps often come out of Dave's head and onto the shop floor. He gives credit where credit is due and doesn't expect anyone to give him any that they don't have a mind to. This letter as an example; I had to write it myself to be sure that Buck's ignorant comments didn't go unanswered. Dave was tweaked to be sure, but after all, Buck did acknowledge what a good looking bike it was and for Dave that's what really matters.

If Buck, or anyone else, decides to actually look at the photos above (Buck, the Bourget is the one on the bottom) they will be able to see that the comparison between the two bikes ends with *similarities*, not *sameness*. I am sure that Bourget frames offered inspiration to Dave, a compliment Roger Bourget deserves, particularly from someone with as much talent as Dave.

As for all the other parts that Buck couldn't believe originated with Dave, well, much as it pains me, I guess I am just going to have to invite him to Milwaukee to the Midwest Choppers shop. When he sees what else is in the works he will believe.

John P. Persitza
Digital Magic BigShots



Bikers Will Find A Way

I was sent photos from Iraq of a biker bash they had. The bikes may not be H-D, but what the hell—they're bikes all the same. And considering the location, not bad for the first one (and hopefully, the last). Hope you enjoy.

CW2 Roy D. Donaldson
Cyberspace

Proof positive that American bikers know how to party anywhere!

And Another Thing

In the September issue a reader writes "A Discredit" in the "Wordmonger" column that the bike featured in the April issue was not built by Milwaukee Choppers. This is correct. It was built by Midwest Choppers/Milwaukee, not Milwaukee Choppers.

Mark Suhr
Milwaukee Choppers

I think we've settled that issue for good.

Monster Garage

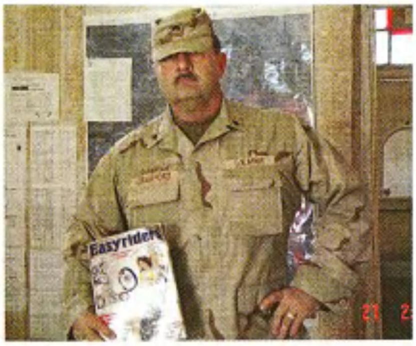
I work in casting for *Monster Garage* hosted by Jesse James, and we are constantly looking for welders, fabricators, engineers, mechanics, etc.

I bought your magazine and was

wondering if you knew of anyone who might be interested in being on the show. Please have anyone interested e-mail me at mginfo@origprod.com.

Beth Silvia
Casting Coordinator
Monster Garage

Here's your big break brothers and sisters. Go sweat with Jesse for fun and profit.



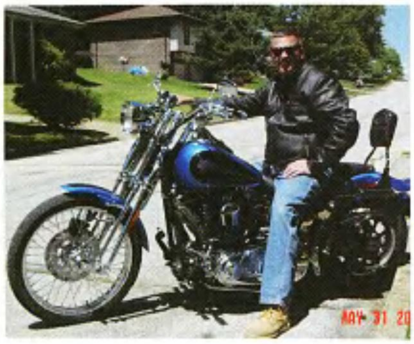
From Across the World

I am an American soldier fighting in the streets of Baghdad. I was on Page 6 of the May '02 issue of your beloved magazine on Operation Enduring Freedom. Now I'm in another world where people want to kill me every day.

I can't tell you how much your monthly magazine means to me, and I wanted to send you a picture from Baghdad (*above*). So, 'til my feet are back stateside, later!

Sgt. Dave Crawford
Gold Hill, Oregon

Come home safe, Dave.



A Dream Come True

Thanks to the love of a good woman, pictured is me on my new 2004 Springer Softail my wife gave me for our 18th year anniversary.

Roger Wileman
Linn, Missouri

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AS
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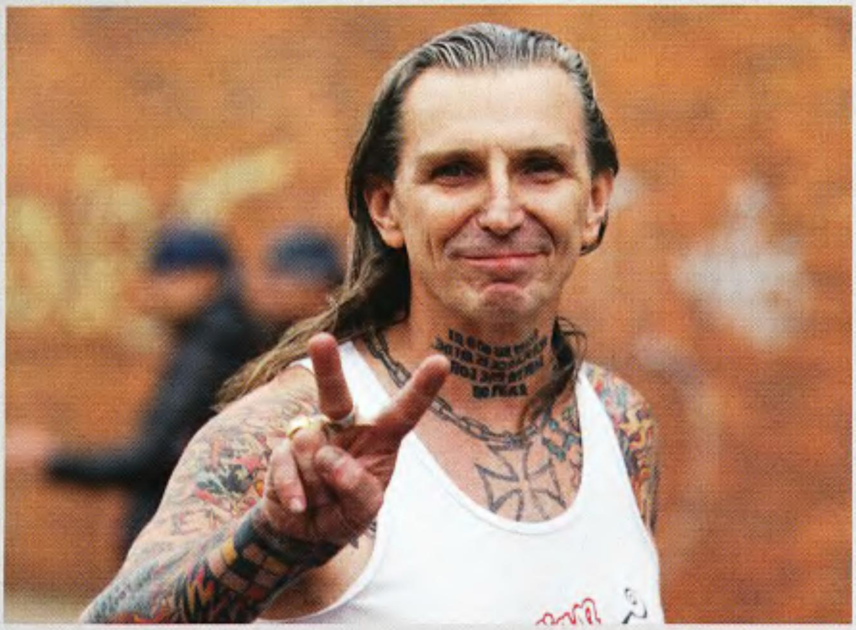
INDIAN LARRY'S LAST RIDE

How do you define a man? Do you examine his worth through what he has collected and owned? Is his worth a matter of who he has known or those he has helped in life? Can you define him through his knowledge and talents, his gentle nature or level of compassion? To truly know a man who builds custom bikes, all you have to do is examine the bikes themselves.

Case in point: Indian Larry Desmedt was a man who knew how to live life to its fullest. You can see it in the bikes he built. This tribute bike to his mentor Ed "Big Daddy" Roth tells us a great deal about the man with the tattoos on his neck.

Larry loved this bike and loved riding it and doing stunts on it. You can see this love in every bend in the quirky springer front end. You can see his passion for engines in every mechanical turn of its panhead motor and twin carbs. You can see Larry's identity in the glitzy paint and "Rat Fink" on the slim Mustang tank or the whimsical question mark (Larry's logo of sorts) on the sissybar.



It is no mistake that Indian Larry chose the question mark to use as his spiritual brand, for Larry was a enigma in many ways. He began riding motorcycles at the tender age of 15 and custom painting them at 16. He had his ups and downs, was shot in a bank hold up once and lived to tell the tale.

But Larry was best known as a talented metal sculptor and artist. This Mozart of custom motorcycles loved to listen to classical music with his eyes closed and would pretend to silently conduct the orchestra from behind headphones. He was truly a gentle man of remarkable wit who managed to live to see a margin of fame and fortune after a lifetime of hard knocks.

Indian Larry is today best remembered by the masses through his remarkable motorcycles, his wild tattoos, and his love for building and riding rolling art.

He was a stunt man and performer made famous by the Discovery Channel and, to a special few, he was a treasured friend and loyal brother of the road.

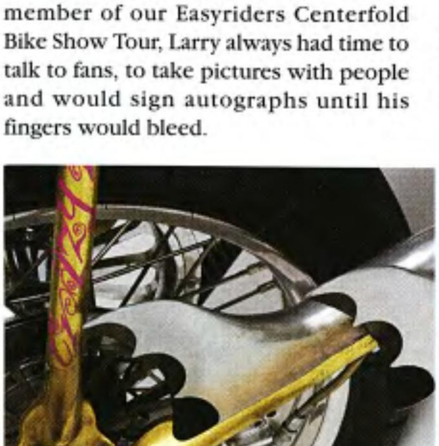
He wore the heavy cloak of publicity and fame with charm and grace. As a member of our Easyriders Centerfold Bike Show Tour, Larry always had time to talk to fans, to take pictures with people and would sign autographs until his fingers would bleed.

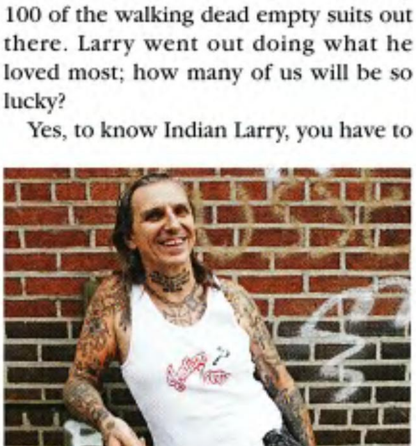
Larry's life was tragically cut short on August 30th, but those who knew him would tell you that he lived his life the way he wanted to every day. He loved to ride, hang with his friends, create his art and had more passion for life than any 100 of the walking dead empty suits out there. Larry went out doing what he loved most; how many of us will be so lucky?

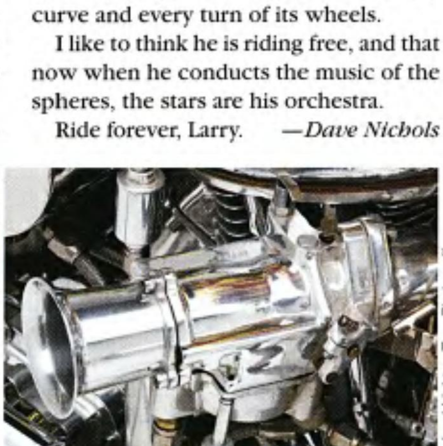
Yes, to know Indian Larry, you have to take a close look at the bikes that he built, for he was truly defined by his art. Take a long look at his Ed Roth bike and imagine the thrill he felt at designing every odd detail, hear his laughter in its fishtail pipes, see his life's dance in every curve and every turn of its wheels.

I like to think he is riding free, and that now when he conducts the music of the spheres, the stars are his orchestra.

Ride forever, Larry. —*Dave Nichols*







Photos: Michael Lichter, Tom Zimberoff

Indian Larry

Painted by New York artist ***Anthony Sapienza,*** this witty portrait became the *"Official Unofficial" Print of Laconia 2004.* This tribute to Indian Larry is the perfect way to remember the man whose fantastic creations and unique personality changed the face of the custom motorcycle world.

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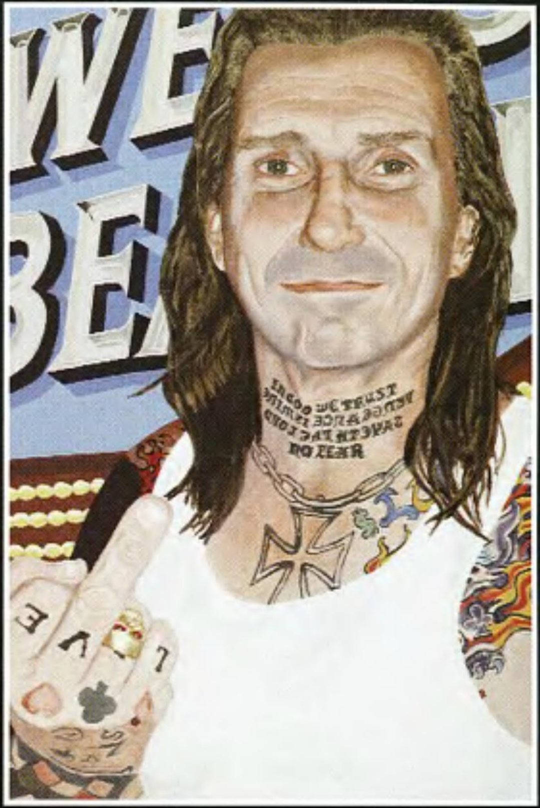

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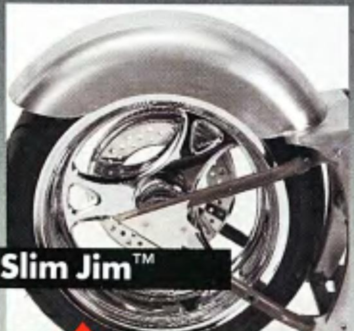

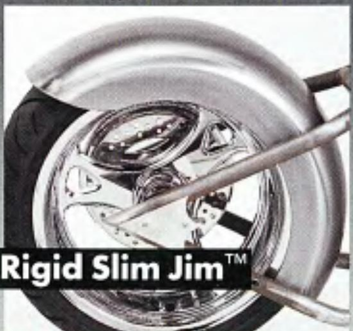

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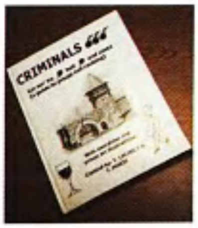


Recipes, Words And Drawings From The Big House

Ever wonder how our brothers and sisters behind bars keep their sanity? We have and, after reading *Criminals: Let 'Em Fry, Boil And Sauté*, we have a little better understanding. This is proported to be a cookbook, but along with the recipes, it also includes writings and prison art. There are even a couple of recipes for prison booze. We haven't tried any of the food yet, but the writings and art are more than worth the price of the book.

It is avaliable for $14.95 in paperback or $18.95 in hardbound, from Square One Publishing, 323 North Kirby Street, McMinnville, Oregon 97128, or call 800-435-0598.

Four-Step Dual Crossover Header And Muffler For Road King And Dressers Now Here

Caliber High Performance Exhaust has developed a dual-crossover, 4-step exhaust system for '95 to '04 Road Kings and dressers. The system utilizes a 3-step header and incorporates a tuned muffler as the 4th step. The system is designed to greatly improve street performance and at the same time produce a deep, invigorating sound. The right-side pipe follows the lines of the classic styling of the bike and makes a single straight line from the floorboards to the end of the muffler. The left-side pipe exits from the rear cylinder to form strong lines that end behind the bags.

The complete system includes full coverage heat shields, new exhaust gaskets, mounting hardware, chromed 3-inch mufflers and engraved and chromed aluminum end caps. All Caliber exhaust systems come with a full two-year warranty.

For more information, call Samson Motorcycle Products at 714-518-2480 or click on www.samsonusa.com.

Evil Bastard Rolling Chassis Just Out From Pro-One

The new line of custom rolling chassis kits just introduced by Pro-One have, without a doubt, some of the most creative names we've seen. Shown here is the Evil Bastard, a rigid chopper frame. This new roller reflects the company's reputation for quality and workmanship, with styling that's right on the edge. The Evil Bastard chassis is a perfect fit for 250, 280 and 300 tire applications and provides a nostalgic yet contemporary hard-core chopper image. The frame has a 6 stretch over single or dual downtubes, 5 stretch in the backbone and 40 degrees of rake. A steel strutless rear fender is included as is the steel front fender, oil bag, stretched steel teardrop-style gas tank and leather solo seat. Pro-One provides each kit with your choice of Pro-One 1-piece chrome billet rims, chrome billet brakes, forward controls, side-mount license plate, headlight, 1 1/8-inch pull-back bars, 5-degree trees, matching rotors and drive pulley and more. Evil Bastard shown here includes optional assembly, custom paint, Sinister II wheels and custom stitched seat. For complete details contact Pro-One at 800-884-4173 or go to their Web site www.pro-one.com.

High-Tech 1-Piece Handlebar Riser For Digital Instruments

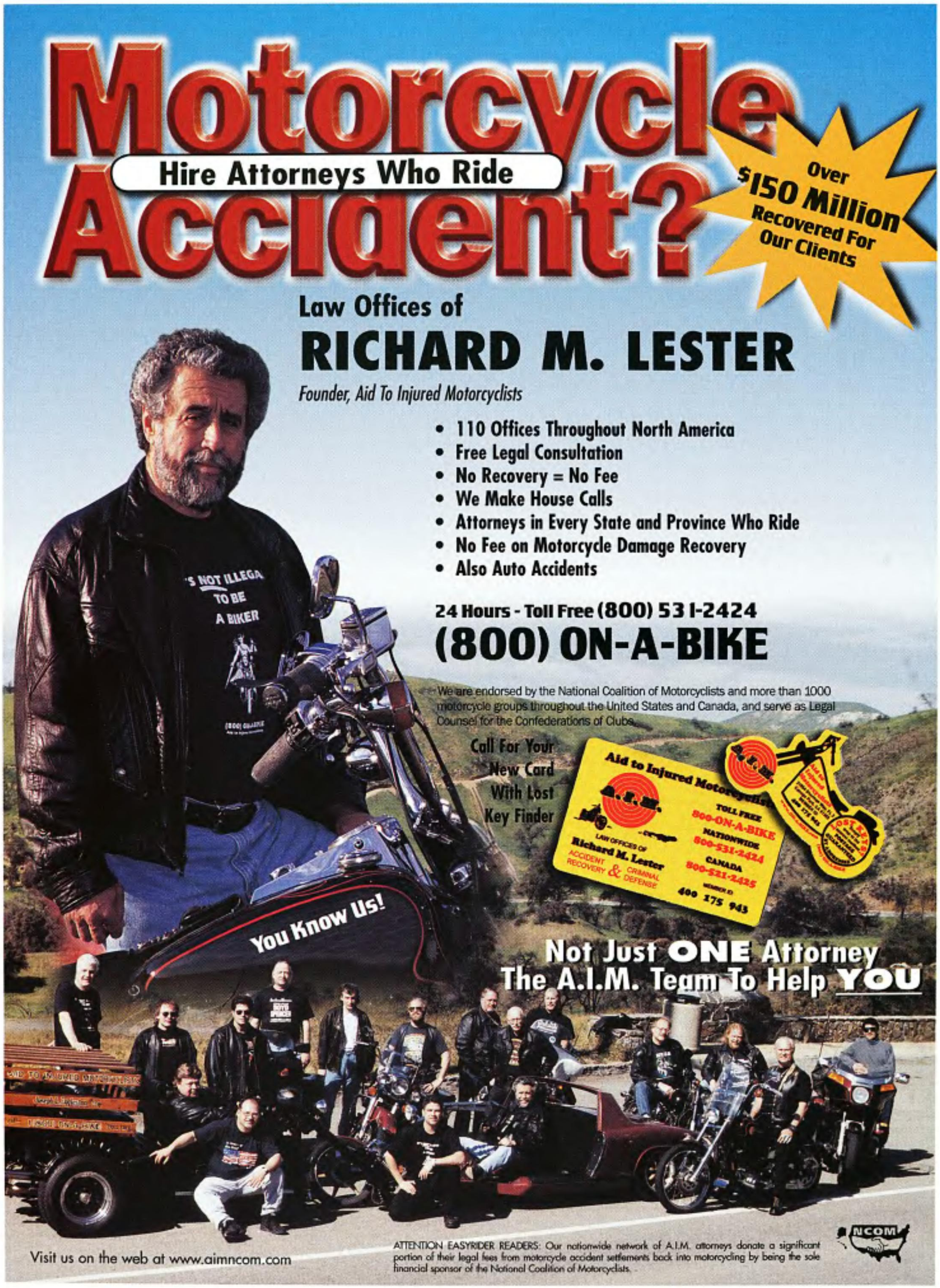
Wayne Jennings Customs just released a new billet handlebar riser that's machined from a 22-pound block of 6061 aluminum, ending up with an 8-pound piece. Handlebar risers have traditionally come in pairs but this unit was designed by Wayne Jennings Customs to appear as one single chunk of shiny aluminum. The riser is made to accept a Dakota Digital 5000-series speedometer unit. All hydraulic fluid lines and electrical wires pass through the hollow body of the riser to help achieve a clean look on custom bikes.

For more info call Wayne Jennings Customs at 502-447-3861 or log on to www.blowerbikes.com.

Handlebar-Mounted Gauge Cup

Wimmer's latest design, this gauge cup, was made for use with all AutoMeter 2 5/8 gauges. It is machined from billet aluminum and then show chromed. It is a great way to mount your AutoMeter gauge. These units are available for 7/8-, 1- and 1 1/4-inch handlebars. Installation requires a 1/4-28 hole tapped in handlebars. Unit comes complete with specified mounting block and gauge cup. Gauge and wiring are sold separately.

For more information, visit Wimmer's online catalog at their Web site: www.wimmermachine.com, or call them at 866-468-2925.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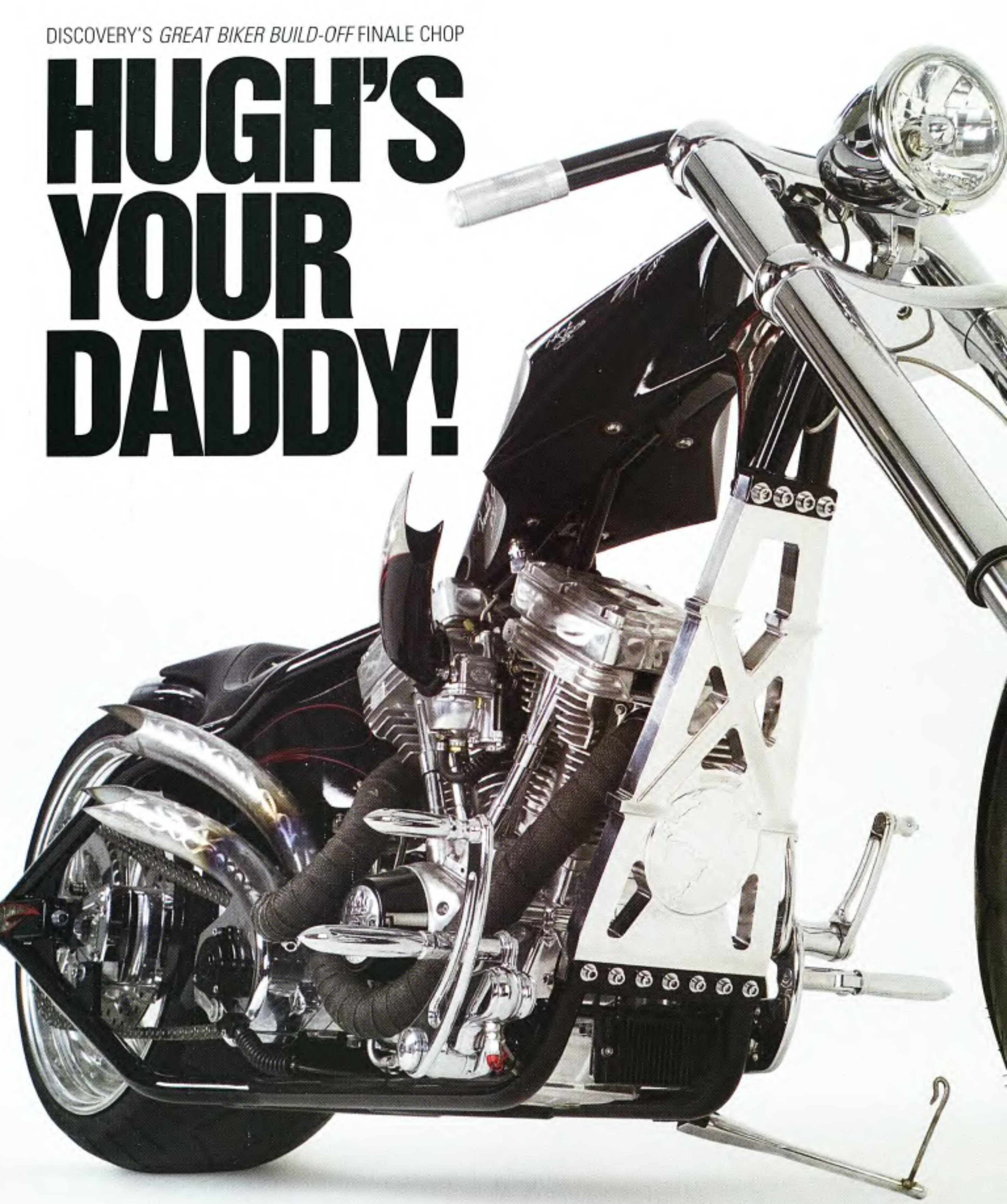
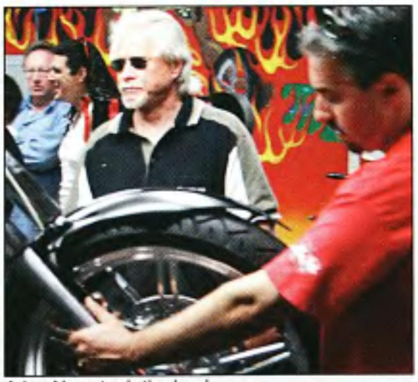
NCOM

DISCOVERY'S *GREAT BIKER BUILD-OFF* FINALE CHOP

HUGH'S YOUR DADDY!



Ten builders, three days, one bike.



Arlen Ness took the lead.

TV producer, Hugh King.

In a hot and dusty desert setting, appropriate for a reunion of *The Wild Bunch*, Sam Peckinpah's 1969 epic western, a 21st-century reality-based docudrama made its appearance. Without the penchant for the indiscriminant gunfire of William Holden's cutthroat desperados, yet carrying an equally serious attitude for shooting (film instead of bullets), came a gathering of the 10 most eclectic and cunning custom bikebuilders in the world during the 2004 River Run in Laughlin, Nevada. They convened for the express purpose of creating, from scratch, heavy-metal magic that would kick to life and roll from a top-secret desert shop to a public unveiling, all done under a daunting deadline of a mere 72 hours.

To accomplish this feat, each individual participant had been specifically recruited three weeks in advance to supply his own particular specialty to the project. They would be a part of a challenge whereby disparate men, united by a rebel spirit, would work together as a team for Discovery Channel's *Great Biker Build-Off X*.

Gathering at Dan Jackson's Fort Mojave, Arizona, Desert Powdercoat shop were master builders: Arlen Ness, shop foreman; Kendall Johnson, engine and trans builder; Mitch Bergeron, frame and billet downtube; Russell Mitchell, handlebars and controls assembly; Matt Hotch, fender fab; Cory Ness, paint and parts procurement; Chica, gas tank; Eddie Trotta, forks/front end; Hank Young, oil tank; Joe Martin, pipes and pinstriping design; and a late addition, Danny Gray, supplied his special touch with a manta ray-covered seat.

So who conjured up this plot line anyway? Hugh King. Who's Hugh, you ask? Hugh came to work for Easyriders Video in 1989, and five years later, while working with Thom Beers at Original Productions, he helped create *Motorcycle Mania*, featuring Jesse James of West Coast Choppers. Soon after, *Monster*

Garage, *Monster House*, *Motorcycle Mania II* and *III*, and eventually, *The Great Biker Build-Off* series made it into cabled homes around the world.

Hugh foresaw the season's premiere show as both a wrap-up of the previous year and a kickoff for the next, via a team of all-stars fabricating a high-end custom motorcycle from scratch—with a severe time limit.

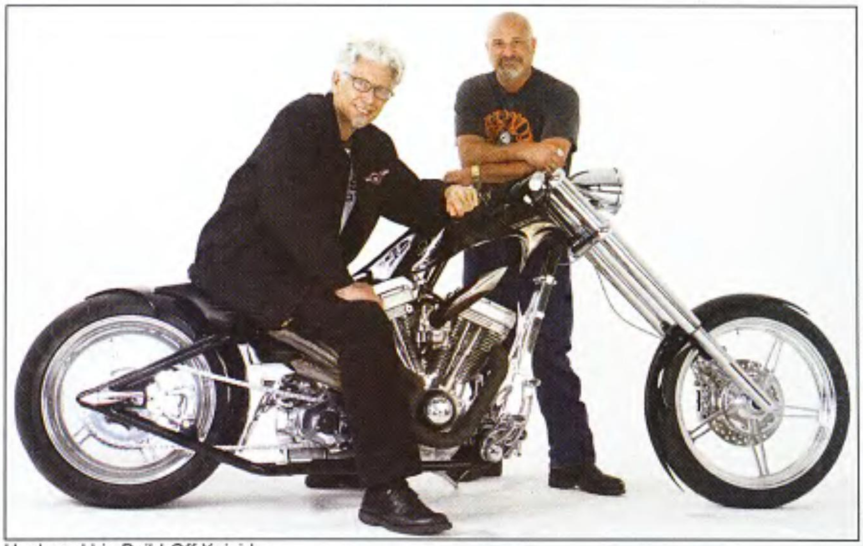
"I wanted to show the torment of the artist," Hugh told us during the photo shoot of the bike before you. Providing more details on the concept of the original *Build-Off* he said, "I wanted to convey what the process and skill level involved is in the making of a high-end custom motorcycle. And to show the person's lifestyle as well as the psychology of what drives the man who builds and creates." Regarding the success of the Discovery Channel series, Hugh said, "The show struck a nerve with the American public. Americans have always had a longing to use tools and with this show, they remember when they could."

After working with many elite builders over the past two years, Hugh, as executive producer, built his own team for the 10th show. Ten builders had proved they could make awesome bikes on their own, but could they work together to build one bike as a team? Could the concept work? "It didn't at first," Hugh told us, adding, "There was a lot of tension, people were going off in different directions. All of a sudden, it just coalesced. You could feel the energy in the room. Everybody was together, headed in the right direction. I think Arlen might've had something to do with it. It was touch and go. If one guy walked, they all could have walked. These guys are known as rebels and are all individuals."

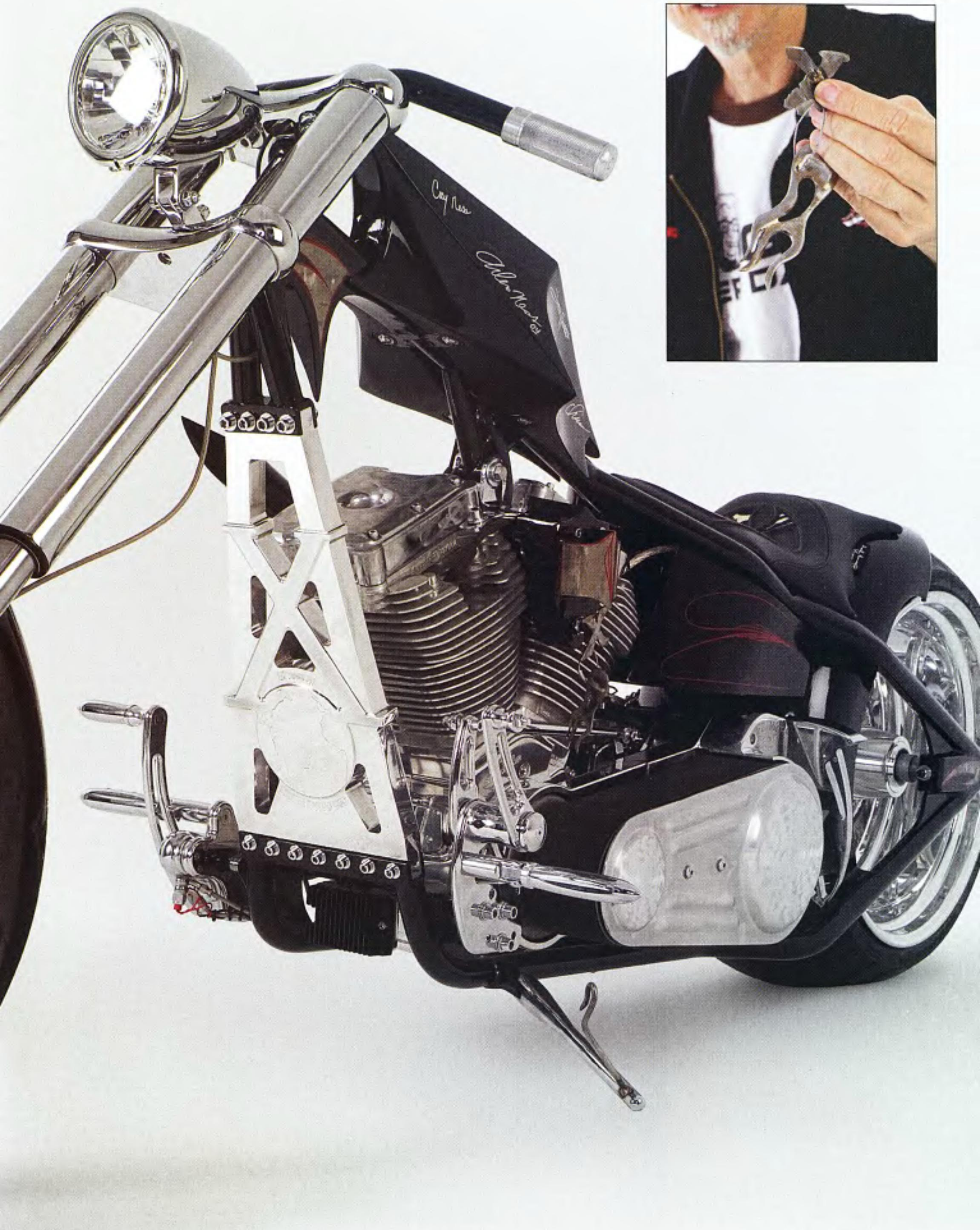
Arlen Ness, respected by all, was slotted as shop foreman, and he became the conscience of the group. His 40-something son, Cory, was the de facto parts man, assembling an incredibly detailed parts list (provided by Drag Specialties) and getting it all to the location.

But, nothing is ever easy, no matter how clear the plan, skilled the labor or endless the resources. Initially the biggest mechanical problem encountered was that the rigid frame didn't fit. In a rush, Mitch wasn't able to bang it out himself, and whoever did, didn't get Mitch's design right. The foul-up hindered everything, from wheel alignment to the drivetrain and installation of the engine, an S&S 124-cubic-inch monster that Kendall Johnson would set up.

The crew never panicked, although



Hugh and his *Build-Off X* rigid.



Chica suffered a welding flash burn to his eyes while hand-forming the gas tank. Arlen became the calm, yet firm leader, keeping the crew on track, particularly after facing the frame issue on Day 1 and working out a plan to reconfigure it to their design demands.

On Sunday afternoon, Arlen was given the honor of taking the bike's maiden putt (on a rutted gravel road) after Kendall had fired it to life. At the end of three grueling 16-to-20-hour days and after the unveiling at the Golden Nugget Hotel/Casino, the *Build-Off* crew, by mutual consent, bestowed this dazzling one-off sled to Hugh. He may have been the most bewildered new-bike owner ever. Hugh was shocked to the point of shaking on stage, but he rallied and graciously accepted the gift from 10 men he admires, knowing they had "worked their heart out for me."

The 10th episode in *The Great Biker Build-Off* series came down to gratitude, respect, integrity, and in the end, just plain true grit. Hugh will draw this show to a close, by saying of his new bike, "This is a serious bike that I will always treat with total respect. The builders and I forged a bond and they welcomed me into their brotherhood. I'm gonna stick with these guys forever."

—Raider Rider

Owner: ....Hugh King
City:..........Beautiful Downtown Burbank

General
Year/make: ....2004 Discovery
Model:..........rigid
Assembly:..........The Talented 10

Engine
Year:..........2004
Builder: ....S&S/Kendall Johnson
Displacement:..........124 cubic inches
Carb: ....S&S G
Pipes:..........handmade by Joe Martin

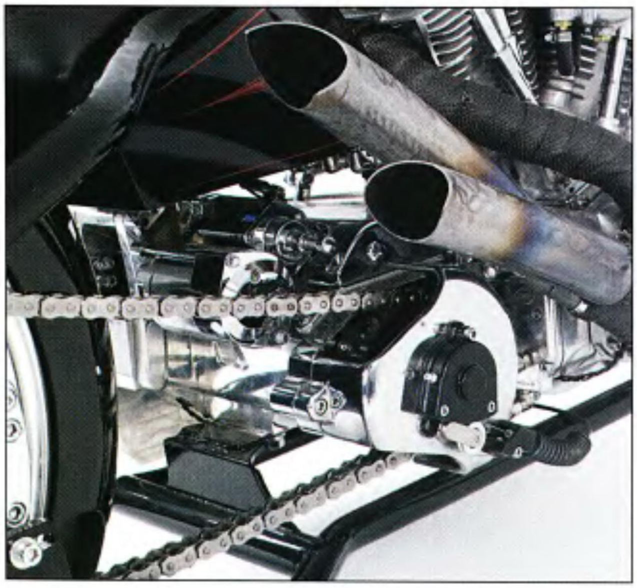
Transmission
Type: ....Baker 6-speed RSD
Belt drive: ....Primo 3-inch

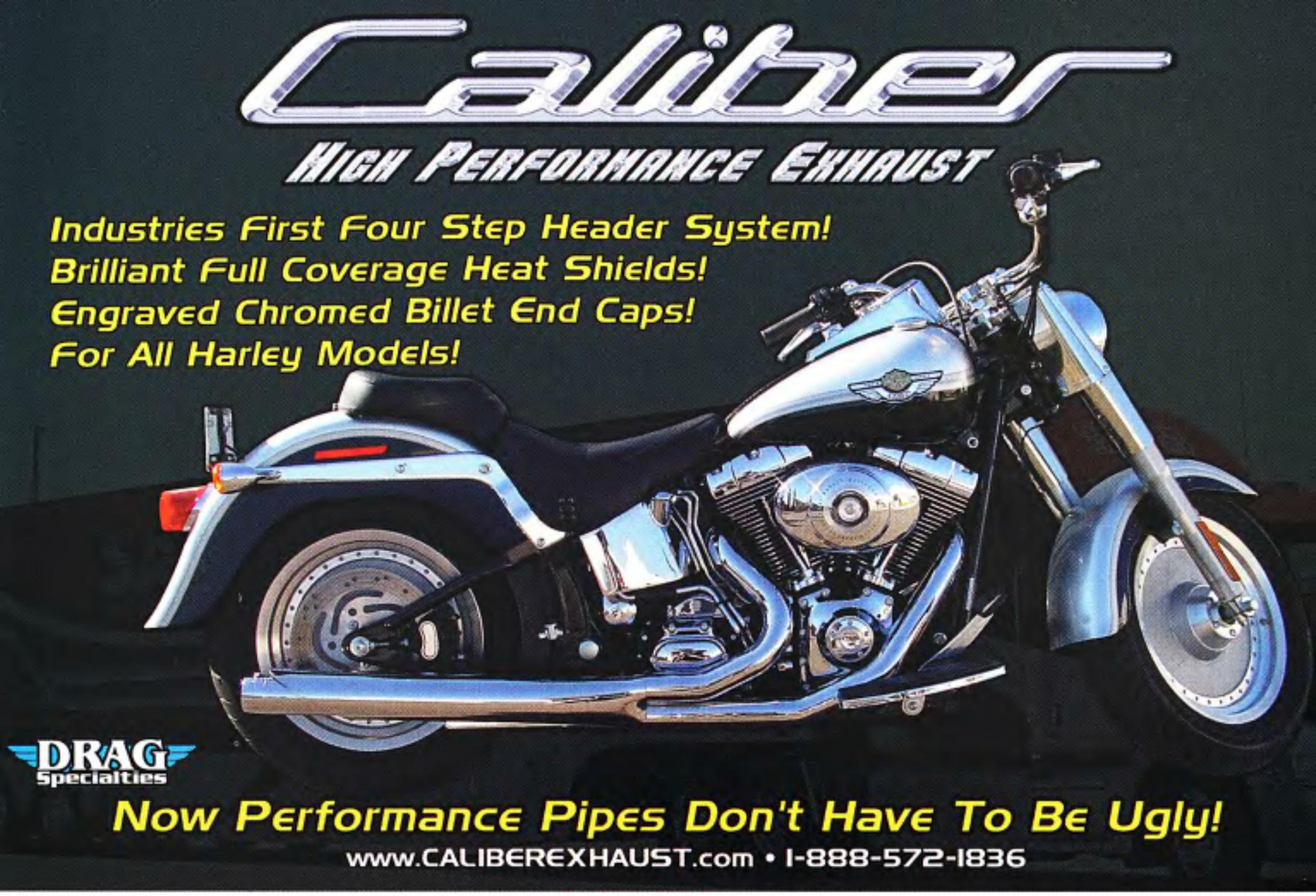
Painting
Painter: ....Arlen & Cory Ness/ Joe Martin airbrushing
Color:..........black
Type: ....House of Kolor

Frame
Type: ....rigid
Builder: ....Mitch Bergeron
Rake: ....42 degrees
Other mods:..........powdercoated by Dan Jackson

Accessories
Handlebars: ....Russell Mitchell
Fenders:..........Matt Hotch
Headlight: ....Ness
Taillight: ....Ness
Gas tank: ....Chica
Oil tank: ....Hank Young
Seat: ....Danny Gray
Mirrors:..........none
Grips: ....Exile Cycles

Front end
Type: ....inverted wide glide
Builder: ....Eddie Trotta
Wheels:..........5-spoke
Make:..........EgoTripp
Size: ....21 front/18 rear
Tires: ....Metzeler
Brakes:..........Hawg Halters
Special:..........Build-off "X" frame support by EgoTripp.
Photographer:..........Rick Hustead

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Toy Runs 2004

ALABAMA
Children's Toy Ride
Date: Nov. 6
Place: Millbrook.
Benefits Selma
Children's Home
Info: 334-590-6700
www.sc4c.org

ALASKA
TOYZ-4-TOTZ Drive
Date: Dec. 11
Place: Kenai ABATE.
Goodnight Inn,
Soldotna
Info: 907-283-2655

ARIZONA
24th Annual Globe
Toy Run
Date: Dec. 4
Place: Loners MC,
Bullian Plaza, Miama
Info: 480-987-8851

River Riders M/C 21st
Annual Toy Run
Date: Dec. 5
Place: Blue Bar II,
Lake Havasu
Info: www.RRMC.com

3rd Annual AZ Two
Wheeler's Toy Run
Date: Dec. 11
Place: Olive R Twist,
Nogales
Info:
www.aztwowheelers.com

Toy Run
Date: Dec. 11
Place: Shadow
Mountain
Info: Dave Kramer
602-485-5298

Sun Riders Toy Parade
Date: Dec. 12
Place: Freedom Park,
Tucson
Info: 520-762-8599
www.sunridersmc.org

ARKANSAS
Sharp County Toy Run
Date: Nov. 13
Place: Ash Flat Ball Park
Info:
www.arkansasabate.org

Sharp County Toy Run
Date: Nov. 13
Place: Ash Flat
Ball Park,
Hwy 62/412
Info: www.cmaark.org

ABATE D-2 Toy Run
Date: Nov. 20-21
Place: Jonesboro
Info: 870-335-9991

Broken Spoke Toy Run
Date: Nov. 27
Place: Russellville
Info: 479-968-8298

Bost School Toy Run
Date: Nov. 27
Place: Ft. Smith
Info: 479-783-0382

Buddy Biker Toy Run
Date: Nov. 28
Place: ABATE 7,
Harrison
Info: 870-427-2473

Toy Run
Date: Nov. 28
Place: ABATE 14,
Hot Springs
Info: www.cmaark.org

Hope Toy Run and
Chili Feed
Date: Dec. 4
Place: Hope
Info:
www.arkansasabate.org

Toy Run Ride
Date: Dec. 4
Place: M&M Cycle,
El Paso to Little Rock
Info:
www.arkansasabate.org

Toys for Tots Toy Ride
Date: Dec. 4
Place: Rodney's
Cycle House,
Little Rock
Info:
www.arkansasabate.org

3rd Annual Toy Run
Date: Dec. 4
Place: Redemption
Riders
Info: 870-777-0722;
870-777-3522

DLMC Toy Run
Date: Dec. 4
Place: Ft. Smith Park
Info:
www.arkansasabate.org

Baldor Toy Run
Date: Dec. 5
Place: Ft. Smith
Baldor Plant
Info: 479-646-6944

ABATE D-4 Toy Run
Date: Dec. 5
Place: Fayetteville
Info: 479-530-1182

ABATE Toy Run
Date: Dec. 18
Place: Conway
Info: 501-327-9950

CALIFORNIA
Annual Toy Run
Date: Nov. 5
Place: ABATE 44
Info:
www.california.abate.org/local_44

8th Annual Happenin'
HQ Toy Run
Date: Nov. 28
Place: H-D Lancaster
Info: 661-947-3734
www.alleygl.org

28th Annual MMA Toy Run
Date: Nov. 28
Place: Sacramento
Info: 916-473-6981

Toy Run
Date: Dec. 4
Place: Kids to Kids/
ABATE Local 13,
Ventura
Info: www.abate.org

HAMC Annual Toy Run
Date: Dec. 4
Place: Monterey

MMA 31st Annual
Toy Run
Date: Dec. 5
Place: Griffith Park,
Los Angeles
Info: 818-363-2289

16th Annual Toy Run
Date: Dec. 5
Place: ABATE 19/
Pomona HOG
Info: 909-946-7095

15th Annual Christmas
Toy Run
Date: Dec. 5
Place: Vietnam Vets
MC, Freedom Chapter
Info:
www.vnvmcfreedom.com

19th Tijuana Toy Run
Date: Dec. 12
Place: South Coast H-D,
Chula Vista
Info: 619-420-7000
www.southcoastharley.com

17th Annual Skid Row
Toy Ride
Date: Dec. 12
Place: Harley Davidson
of Glendale
Info: 800-866-6601;
818-246-5618

Loma Linda
Toy Run
Date: Dec. 19
Place: Redlands
Info: 909- 678-9410

COLORADO
ABATE D-8 Toy Run
Date: Nov. 27
Place: Durango
Info:
www.abateofcolo.org

HOG Toy Run.
Date: Dec. 14
Place: Durango.
Info:
www.durangoh-d.com

Christmas Party Toy
and Food Drive
Date: Dec. 4
Place: ABATE Dist. 11
Info: 719-395-0360

Christmas Party and
Toy Drive
Date: Dec. 4
Place: ABATE 12,
Crystola Inn
Info: www.abateofcolo.org/D12/D12.htm

CONNECTICUT
Branded Ones
M/C Christmas Party
& Toy Drive
Date: Dec. 11
Place: New London
County
Info: 860-228-4476

DELAWARE
Toy Run
Date: Nov. 6
Place: New Castle
ABATE
Info:
www.abateofde.com

FLORIDA
7th Annual Great
Teddy Bear Run
Date: Nov. 14
Place: Fairgrounds,
Sarasota.
Info: 941-951-7005
www.rossiterharley-davidson.com

Toy Run
Date: Nov. 21
Place: ABATE
Lightning Alley
Info:
www.abateflorida.com

ABATE Toy Run
Date: Dec. 5
Place: ABATE,
Independence
Info: www.abateflorida.com/independence

GEORGIA
Old Dude Toy Run
Date: Nov. 13
Place: ABATE Dist. 2
Info: 770-297-1598;
770-531-9269

Toy Run
Date: Nov. 20
Place: ABATE Dist. 10
Info: 478-272-7564

19th Annual Gus
Singleton Memorial
State Toy Run
Date: Nov. 21
Place: ABATE of
Georgia Atlanta
Info: 404-294-8900

Mike's 19th Annual
Christmas Toy Run
Date: Nov. 28
Place: Mike's
Custom Cycle
Info: 706-444-5838

Iron Cross M/C
Toy Run
Date: Dec. 5
Place: Columbus
Info: 683-9110

Toys for Tots
Date: Dec. 5
Place: ABATE Dist. 9
Info: 706-325-1942

Pam "PJ" Young
Memorial Toy Ride
Date: Dec. 12
Place: ABATE Dist. 3
Info: 770-974-9317

West Toy Run
Date: Dec. 12
Place: ABATE Dist. 4
Info: 404-663-2392

ILLINOIS
27th Annual
Chicagoland Toys For
Tots Parade
Date: Dec. 5
Place: Chicago
Info: 773-866-TOYS or
www.ChicagolandTFT.org

INDIANA
Toy Run
Date: Nov. 6
Place: ABATE Region 2,
Porter County
Info: Dirty Jeff
219-942-3478

Toy Run
Date: Nov. 6
Place: ABATE Region 11
Info: Carol
317-736-4104

Toy Run
Date: Nov. 13
Place: ABATE Region 2,
LaPorte County
Info: Dirty Jeff
219-942-3478

Toy Run
Date: Nov. 13
Place: ABATE Region 9
Info: Tom 812-265-6373

Toys-4-Tots
Date: Nov. 14
Place: ABATE Region 1,
Kosciusko
Info: Putt 574-223-8883

Toy Run
Date: Dec. 4
Place: ABATE Lake
County
Info: Dirty Jeff
219-942-3478

Toys-for-Tykes
Date: Dec. 4
Place: ABATE Region 13
Info: Eugene
812-354-2409

Toys-4-Tots
Date: Dec. 5
Place: ABATE
Fulton County
Info: Putt.
574-223-8883

Toy Run
Date: Dec. 5
Place: ABATE Region 8
Info: Bob
812-983-4382

Toys-4-Tots
Date: Dec. 11
Place: ABATE St. Joseph
Info: Putt 574-223-8883

Toy Run
Date: Dec. 11
Place: ABATE Jasper-Newton County
Info: Dirty Jeff 219-942-3478

IOWA

Greenfield Toy Run
Date: Nov. 6
Place: ABATE D-11, Greenfield
Info: Mike Wolfe 641-782-8013

KANSAS

Wichita Toy Run
Date: Nov. 7
Place: ABATE Wichita
Info: www.abateks.org

Cowley County Toy Run
Date: Nov. 13
Place: Cowley County
Info: www.abateks.org

Reno County Toy Run
Date: Nov. 20
Place: Reno County
Info: www.abateks.org

McPherson Toy Run
Date: Nov. 27
Place: McPherson
Info: www.abateks.org

Toys for Tots
Date: Nov. 30
Place: Orscheln Remmingtons
Info: www.abatedistrict4.com

LOUISIANA

23rd Annual Magnolia School Toy Run
Date: Dec. 12
Place: Avondale Truck Stop
Info: 877-261-2258
www.abateoflouisiana.org

MARYLAND

Bikers With a Heart Toy Run
Date: Nov. 6
Place: H-D Fort Washington
Info: 301-893-2900
www.fireupthundrout.com

MASSACHUSETTS

Chris Weatherbee Memorial Toy Run
Date: Nov. 7
Place: Cape Cod HOG; Eagles Hall, Buzzards Bay
Info: 508-771-4207

Blue Knights 20th Annual Toy Run
Date: Nov. 7
Place: Shaw's Plaza, Raynham
Info: 978-472-1484

MISSISSIPPI

20th Annual Toys For Tots M/C Run
Date: Nov. 28
Place: Cycle Barn, Waveland
Info: 228-392-1801; www.asgardmc.com

Brookhaven Toy Run
Date: Dec. 4
Place: Brookhaven SW Chapter ABATE
Info: www.msabate.com

East Central Toy Run
Date: Dec. 18
Place: Meridian E. Central Chapter ABATE
Info: www.msabate.com

MISSOURI

5th Annual Toy Run
Date: Nov. 7
Place: FORR 33, Knob Noster
Info: Sam 660-747-8825
www.forr.net

15th Annual Branson Toy Run
Date: Nov. 7
Place: Lodge of the Ozarks, Branson
Info: 417-334-0775

MONTANA

19th Annual Toy Run
Date: Dec. 12
Place: Billings, Northside Fire Station
Info: www.roaddogs.org

NEVADA

Christmas for Kids Toy Run
Date: Dec. 4
Place: Elko
Info: Aileen 775-754-6220

NEW MEXICO

12th Annual Rio Rancho Toy Run
Date: Nov. 21
Place: Rio Rancho
Info: 505-604-4326
www.abateofnm.org

NEW YORK

St. Mary's Food & Toy Run
Date: Nov. 7
Place: Riverhead Elks Lodge, Hampton Bays, L.I.
Info: 631-924-1053

Toy Run
Date: Dec. 12
Place: Onondaga ABATE, Legends, Onondaga
Info: 315-594-2577; 315-455-1073

OKLAHOMA

25th Anniversary Toy Run
Date: Dec. 12
Place: Tulsa ABATE
Info: 918-734-1815
www.tulok.com/abate

OREGON

Toy Run
Date: Nov. 13
Place: ABATE Washington County, Hillsboro
Info: 503-646-2060

True Apostles Toy Run
Date: Nov. 29
Place: Columbia H-D
Info: Hap 360-882-7821, Vic 360-254-5181

Shriner's Toy Run
Date: Dec. 4
Place: Portland
Info: 503-771-0188
www.abateoforegon.org

North Coast Toy Run
Date: Dec. 11
Info: 503-325-2823

Salem Toy Run
Date: Dec. 12
Place: Salem
Info: 503-371-7550

Toy Run
Date: Dec. 19
Place: Gino's Pizza, North Bend
Info: www.southcoastabate.org

PENNSYLVANIA

24th Annual ABATE Toy Run
Date: Nov. 7
Place: Children's Hospital of Philadelphia
Info: 610-449-RIDE
www.delawarevalleyabate.org

RHODE ISLAND

Xmas for Kids HOG Toy Run
Date: Nov. 7
Place: Precision H-D, Pawtucket
Info: 978-316-1876; 508-761-9342

SOUTH CAROLINA

Lowcountry Toy Run
Date: Nov. 28
Place: Charleston
Info: www.abatesc.com

TEXAS

3rd Annual Toy Run
Date: Nov. 20
Place: Karem Creek, Waco
Info: 254-366-0095

Hill Country Toy Run
Date: Dec. 4
Place: Johnson City
Info: 512-556-5579

WASHINGTON

25th Annual Toy Run
Date: Dec. 11
Place: Tacoma Chapter ABATE
Info: Deb Coyle 360-897-8963
www.abate-wa.org

To have your event or organization listed, get the info to us at least four months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000 Fax: 818-889-1252; www.easyriders.com

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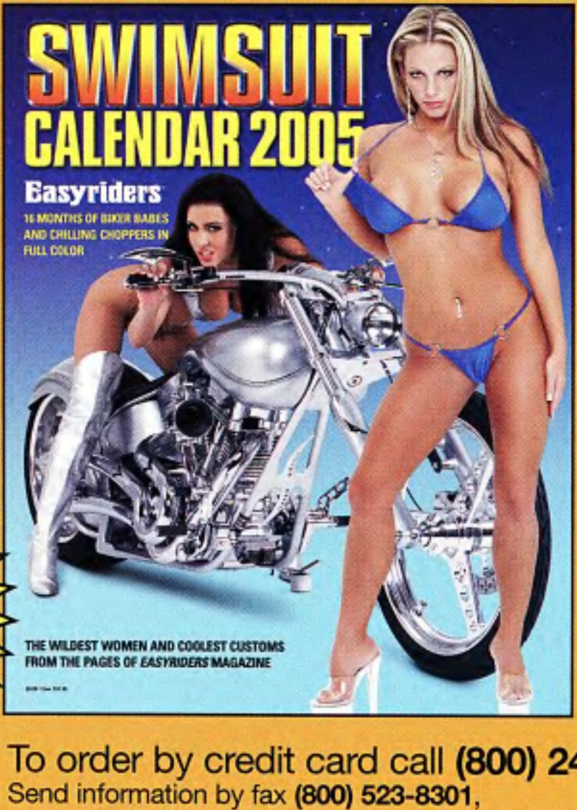

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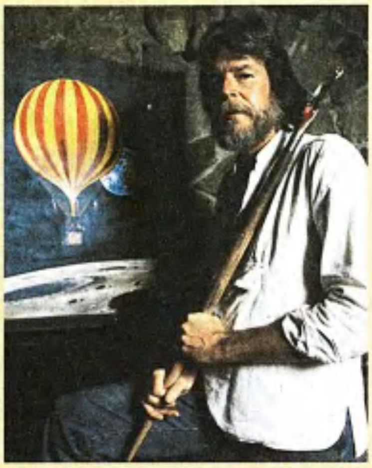

Photo: ER Archives

DAVID MANN (1940-2004)

On September 11th, 2004 at 3:43pm, artist extraordinaire, David Mann passed on. His art is loved by bikers everywhere because of his knack of finding the essence of the riding experience and the lifestyle we love.

This past year David was proudly inducted into the National Motorcycle Hall of Fame and the Sturgis Motorcycle Hall of Fame after a lifetime of service to the biker world.

David Mann leaves behind his loving wife, Jacquie and the rest of the two-wheeled world mourning his passing. Look for a tribute to David Mann next month right here in *Easyriders*. — *Dave Nichols*

Event

There's A New Show In Town

Florida is adding yet another winter-blues getaway for bikers. Winterfest Bike Week a brand-new event/rally will spring to life December 16-18 at Pro Player Stadium in Miami. Live music, vendors, builders and activities for the whole family. And! A guest appearance by Evel Knievel. Go see www.WinterFestBikeWeek.com

—*Nomad*

New Documentary

AMERICAN BIKER

American Biker is a three-hour documentary chronicling the history, politics, culture and lifestyle of the American motorcyclists from 1899 to present day. The film features interviews with historians, celebrities, authors, politicians, and motorcycle clubs and icons from all over America.

The documentary began production in January 2001, wrapped in January 2004 and features the historical background of the Sturgis, Hollister, Daytona and Rolling Thunder rallies.

Some of those who participated in *American Biker* include: Jesse James, Arlen Ness, Chuck Zito, Senator Ben Nighthorse Campbell, Richard Lester, Sputnik, Peter Fonda, Ed Youngblood, Dave Nichols, Bill Bish, New York Myke, and Gary Nixon, just to name a few.

The film was produced by Centaur Productions/Reel Concepts. The independent, award-winning documentary film company has produced films for PBS, and television in Europe and North Africa. For more information

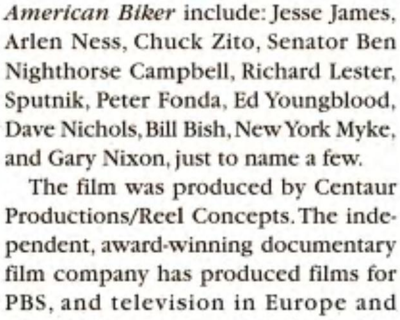

Photo: courtesy America Biker

please go to www.guerrilladocs.com.

Centaur Productions/Reel Concepts is currently filming the documentary *Hessians MC*, a history of the notorious outlaw motorcycle club.

Folks, in closing I'm certainly not a film critic by any stretch of the imagination. However, I recently had the chance to review this DVD personally. It's everything it claims to be and a lot more, and I highly recommend it to all "freedom loving" motorcyclists throughout the USA to add to your DVD collection. Trust me, you'll not be disappointed. It's so damn right on!

—*Twiggy*

Politics and Law

BIG BROTHER IS HERE, DISGUISED AS THE PATRIOT ACT

Just as the engine is the heart of a motorcycle, the U.S. Bill of Rights—a living document—is the heart of our fundamental freedoms. It has safeguarded our freedoms since the time of the founding fathers. Some individuals who occupy high-level posts in the present Bush administration seem intent on undercutting the liberties protected by the U.S. Bill of Rights.

For instance, George Macke, chairman of the President's Counsel of Economic Advisors, recently opined that the outsourcing of jobs is a positive product of the growing global economy. In a similar vein, John Ashcroft, and many other top Bush administration officials, routinely testify before Congress to their belief that the outsourcing of our civil liberties, as embodied by the provisions of the Patriot Act, is a sustainable loss, trading freedom for imagined security, in the War On Terrorism.

Now is the time for all good citizens to take stock, to critically examine the nature and scope of these terrorist threats, and determine whether they truly exist, and just how drastically we

CONTINUED ON NEXT PAGE

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Big Brother CONTINUED

are willing to surrender our rights and freedoms. If we fail to do this analysis now, at a time of relative sanity, then we will condemn ourselves to perpetual suffering beneath the boots of draconian, repressive legislation, such as the Patriot Act, enacted in a climate of primal fear following the tragic events of 9/11. Nothing could be more misleading to the American people than implementing this devious legislation under the guise of the Patriot Act and other similar bills. Our precious civil liberties are quickly being eroded in five startling ways, and they are as follows:

First, the Patriot Act blatantly disregards the traditional constitutional and statutory safeguards by lowering the standards for obtaining search and surveillance orders. Instead of applying for a search warrant or Title III wiretap, the government makes a request to a special intelligence court pursuant to the Foreign Intelligence Surveillance Act (FISA). Federal agents do not need to demonstrate that intelligence gathering is the primary purpose to obtain such a warrant, only that it is a significant purpose. Without diminishing longstanding constitutional protections, our government should instead tailor rational, measured responses to potential threats.

Second, the Act vastly expands the FBI's authority to demand the production of business records without court approval and to initiate national security investigations using an administrative subpoena known as a National Security Letter.

Third, the Act authorizes, under certain circumstances, searches of homes and seizures of property without the usual immediate notification to the property owner. These searches are known as "sneak and peeks," and usually occur when the property owner is not on the premises. In fact, federal officials are not required to ever let a person know they were the subjects of such a "sneak and peek" investigation.

Fourth, the Actcreates an expanded classification of "domestic terrorism" which outlaws activities intended to influence the policy of government by intimidation or coercion. Even though this sounds like a reasonable preventive device, activities such as protests used by groups to express their dissatisfaction with government polices could easily be labeled as acts of domestic terrorism.

Fifth, the Act expanded pen register trap-and-trace authority used to trace incoming and outgoing telephone calls to cover Internet communications e-mail and Web browsing.

What we are witnessing first hand is the wholesale abrogation of our civil rights that have been carefully formulated and protected throughout the course of our nation's history, and for which brave citizens and soldiers have valiantly given their last breath of life and died to protect.

Every person may become the subject of police surveillance on new monitoring systems known as Total Information Awareness and Matrix. Both are programs being developed by the government to gather substantial amounts of personal information and identify potential terrorist threats. This bit of government hubris, the mining of information regarding its own citizenry, is being followed up by the specific targeting of motorcycle clubs!

Senate Bills 2358 and 1735 pose some of the most immediate threats to the motorcycling lifestyle. They take gang enhancement laws to a new level of penalization of bikers. Membership in a motorcycle club, in and by itself, could subject the member to increased penalties for various offenses. This truly is a wake up call as to the current administration's agenda! America, my beloved country, what has gone wrong?

Some Americans, unlike motorcyclists, do not seem able to comprehend the bed rock principles of American democracy. Too many Americans simply accept the principle that protecting America requires sacrificing the very rights that lie at the core of our Constitution, rights which makes this nation both unique and worth preserving. If we choose not to safeguard America's liberties, we will have little left worth protecting and shall gradually slide into a police state.

—Law Offices of Richard M. Lester

Shack Of Shame

In The Dark Ages Again!

HB-109 lay on the table in the Louisiana House, without enough votes to move it any further. But when attempts to pass other "Helmet Bills" failed or were gutted by friends of Louisiana's Freedom of Choice law, attention was suddenly redirected to HB-109. What happens in the

Smiling Thieves of Freedom: Louisiana Gov. Kathleen Blanco (left) and Louisiana Senator Joel T. Chaisson (right).

dark of night or behind closed doors I don't want to think about, especially if those closed doors are in the state capitol. But all of a sudden HB-109 is alive and well and has new sponsors, with three Senators sponsoring a House Bill (snicker-snicker, giggle-giggle).

ABATE was first alerted to this court. Those Senators are Joel T. Chaisson, author of failed SB-29, Sen. Marionneaxu (who required all riders to have $1 million worth of medical insurance in 1999), and Sen. Schedler. With new life and added clout, including possible deals, HB-109 passed off the House floor slicker than an eel through you know what.

Time is growing short; the end of the legislative session is in sight and those that wanted a helmet law are getting desperate. With the Senate Transportation Committee's calendar completely full, we hear the sounds of those doors closing again. Guess what? The waters are parted and HB-109 has been assigned to a different committee. Wonders will never cease. I'm not real sure just who can reassign bills to committees, but you can bet that on the surface that everything was legal. Now did I say on the surface? You have to remember, God bless Huey's heart, which state we are talking about.

HB-109 is now assigned to Senate Judicial "C" and the chairman just happens to be Sen. Chaisson, who's been after the Freedom of Choice law since it was passed in 1999. With no motorcycle friendly Senators on the committee it passes out to the Senate floor. I cannot tell you how many times Gov. Kathleen Blanco made appearances on the Senate floor during this session, but when HB-109 came up for vote, there she was down from her room on high.

It sure seems strange that Gov. Blanco and her aids seemed to be everywhere and talking to everyone. But maybe that happens every day and every vote is a yea. If you believe that, then I have some mountain land just south of New Orleans I want to sell you. I would be the very last person to say that deals were made or threats issued, but doesn't it seem strange how this thing made such a quick turn around and came back from the dead to bite Louisiana motorcyclists?

All through the hearings most of what we seemed to hear was, it's all about safety. But all the press releases would say how much money the state would save not having to care for injured motorcyclists. Sure does seem like a lot of double talk to me.

But let's give them the benefit of the doubt and let them prove it's about safety. I'm sure they'll find the money to fund a larger rider education program, just like they found the money to keep the Saints in New Orleans. I am also sure that we will be able to observe law enforcement personnel stopping to pull tire and animal carcasses from the lanes of travel, to make our ride safer, and that the state and parishes will make every effort to quickly repair any road surface that might be hazardous to motorcycle riders and install warning signs where needed to warn us of impending dangers.

I recently noticed an article in the local paper where Louisiana's budget outlook is $844 million in the red. Sounds to me as if they should have been working harder on the budget and less on taking away rights and freedoms of the state's citizens. While on the budget, I wonder how much their new helmet law will cost the state in lost tourism dollars, new motorcycle sales and registrations? From all of this, can we conclude that money is not as important as control of the public?

—Ollie "Laddie" Elkins, concerned Louisiana Motorcyclist

Coast To Coast

Biker News

ROAD DEATHS REACH RECORD LOW: The Department of Transportation announced that the fatality rate on our nation's highways in 2003 was the lowest since record keeping began 29 years ago, according to U.S. Transportation Secretary Norman Y. Mineta. The number of crash-related injuries also dropped to a historic low in 2003.

A total of 42,643 people died, and 2.89 million were injured in 2003. In 2002, 43,005 were killed and 2.93 million were injured.

The drop is more striking for the fact that people did more driving in 2003. When measured by the estimated miles

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Biker News CONTINUED

driven, the number of deaths per 100 million vehicle miles traveled (VMT) fell to 1.48 in 2003, down from 1.51 in 2002 and the lowest level since record-keeping began in 1966. It was the first time the rate has dropped below 1.5. In 2003, VMT increased to 2.88 trillion, up from 2.86 trillion in 2002.

Motorcycle deaths rose for the sixth year in a row, this time by 12% from 3,270 in 2002 to 3,661 last year. NHTSA said it doesn't yet know if there were more miles ridden on motorcycles in 2003, but it's likely since there has been a steady increase in motorcycle travel since 1997.

ANIMALS BLAMED FOR A QUARTER MILLION CRASHES YEARLY: Deer, cows and even squirrels are to blame for more than 26,000 injuries along the nation's roads each year, according to the Centers for Disease Control and Prevention in their first-ever study to examine how many people suffer nonfatal injuries in car accidents involving animals.

In half of the animal-related accidents surveyed in 2001-02, motorists were injured by hitting the animal while the other half were hurt by swerving to avoid hitting the animals.

Each year, about 200 people die in animal-related crashes out of the nearly 44,000 traffic fatalities nationwide. There were 247,000 crashes involving animals in 2000, the latest federal highway data available.

POCKET BIKES FUEL CRAZE: The next big thing is just 18 inches high, weighs about 50 pounds and is capable of traveling up to 70 mph. Meet the pocket bike, scaled-down motorcycles also known as pocket rockets, though some call them a menace and refer to the summer's hottest fad as an epidemic. The tiny two-wheelers sound like a souped-up weed wacker, and tens of thousands of them are hitting the street…where they are illegal to operate in most states.

Fans say the little motorized bikes are affordable, comfortable and fun to ride, but based on the number of citizen's complaints about the noise and of riders zipping along sidewalks or in and out of traffic, the mini-motorcycles have become tiny terrors.

—Bill Bish, NCOM

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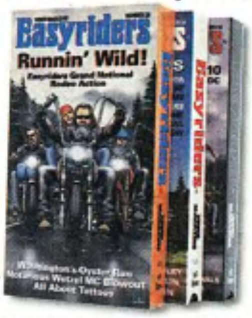

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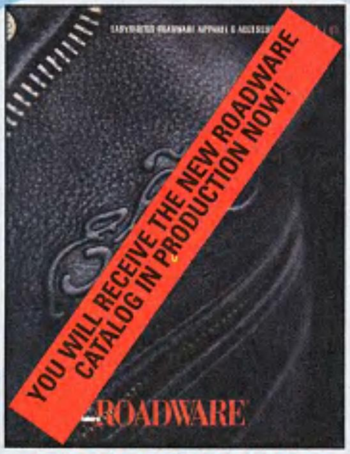

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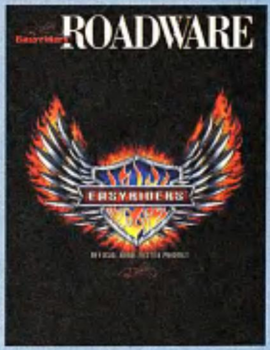

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Talking Tech

WORTH THE MONEY?

I am looking to improve the performance of my '99 FXD a little. I have already had an S&S Super E carb and air cleaner and high-performance mufflers installed. I am thinking of adding bolt-in cams and a 95-inch kit. Would I get enough performance to justify this additional expense? How much horsepower and torque could I expect?

John McCloud
Houston, Texas

You would gain more than enough power to justify the expense, especially in a light bike like your Dyna. With the cams, 95-inch kit, and a high-performance ignition module like the Screamin' Eagle, Crane, Dyna, or S&S, your Twin Cam should put out 80 horsepower or better, and 85-90 foot-pounds of torque. I'd guess that to be 10-15% more than you're making now, which is quite a respectable gain.

WHO'S A KNUCKLEHEAD?

I just bought a partially complete knucklehead from a guy who built it in the late '70s but let it sit in his garage since 1980. Needless to say, it needs much work. I can do most of it myself but am a little leery about the engine. I have worked on plenty of shovelheads but the knuckle is a mystery to me. What problems should I expect, and could you recommend a shop to contact in case I decide to have the engine professionally rebuilt? I have been thinking about putting in a mild stroker kit but am not sure this is wise.

Jug
Bellingham, Washington

The touchiest areas in a knuckle are the cylinder heads and mainshaft bearings. The lower half of the rocker enclosures, which are thin metal stampings aptly referred to as "tins," are a tad delicate and sometimes crack from the stress of having the valve guides, which hold them in place, pressed in. Decent old stock replacements are almost impossible to find. A few aftermarket sources have come up with tins, but they seem to come and go.

The early mainshaft bearings will make you appreciate Timkens. The knuckle shafts use roller bearings. No big deal there, except that you have to hone the bearing races to remove any pits or scuffs, then measure the o.d. of the shaft, subtract the shaft o.d. from the race i.d., subtract another 1,000th of an inch or so for clearance, and then divide the remainder x 2 to determine what size rollers you need. They are available from JIMS and a few other sources.

You don't want to build a fire-breather, but you might get away with a small stroker if your cases don't have any cracks and you use top-quality shafts like S&S or JIMS. I wouldn't go over 4 1/2 inches.

I'd recommend having a mechanic who has been working on Harley engines for 40 or 50 years do your engine work, or at least the heads and bottom end. Try Jack at Rt. 66 Cycle Works in Needles, California (760-326-2925). Or, call on Kurt at Ventura Motorworks in Ventura, California (805-643-7366).

LITTLE SPORTY POWER

I have owned my 1986 Sportster for 10 years and enjoy it very much. Rebuild time is here and I thought I might have a few performance enhancements done at the same time. Just cams and maybe some mild head work to complement the 42mm Mikuni carburetor and Kerker exhaust. Your thoughts on that?

H. Morgan
Tehachapi, California

Good plan. Stick with a mild bolt-in grind, throw in an adjustable ignition module and get someone who knows what he's doing to dial in the advance curve, and you'll be a happy guy.

HOT AND LOUD

I bought a 1999 Electra Glide Classic last March with a few engine modifications such as hotter cams and a 95-inch kit. In spite of all of the hoopla about the new Harley engines, this one makes more mechanical noise than any of the Japanese bikes I have owned. The engine is quiet most of the time but becomes objectionably noisy when hot. I was thinking of trying straight 50-wt. oil in place of the 20-50 that Harley recommends. Will it hurt my engine?

Vincent Camino
Miami

In all fairness to Harley, performance cams often are noisier than the stock cams they replace. Most of us just don't notice that because our pipes are loud enough to cover the cam noise. Before we move along to the oil question, let me suggest that you stick with Harley-Davidson's recommendations on oil viscosity. To wit: Use 20W50 if the lowest ambient temperature you will encounter is 40 degrees F. If that temperature is 60, you may switch to straight 50-wt. If that temperature rises to 80, you may switch to 60-wt.

That said, I will admit to having strayed from the guidelines a little. I have used 50-wt. at lower temperatures and had no problem. The engine stayed quiet longer, but seemed as noisy when hot as with the 20W50. I have also used 60-wt. That quiets the engine considerably, but noticeably increases strain on the starter and can hurt performance.

Brian Perkins of Perkins Performance in Wisconsin discovered that 60-wt. tends to run 10 or 15 degrees hotter than 20W50. Brian has a good theory about why, but hasn't proven it quite to his satisfaction just yet, so we'll skip that for now. He has also encountered oil return problems that were associated with higher viscosity oils, and documented significant power losses as well.

As far as a higher viscosity oil hurting your engine goes, I think that's pretty unlikely, provided that you use common sense. You will not want to use 50- or 60-wt. if the temperature is cold enough to make starting a problem or if you notice excessive noise coming from the lifters. 50- or 60-wt. won't be able to circulate as well as 20W50 when it's cold, but I believe that residual cling oil will provide sufficient lubrication until the circulating oil warms and becomes viscous enough to move freely thought the smaller oil passages.

'Course, that's all just my opinion. If in doubt, do what Harley says.

—Dr. Mudflap

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.

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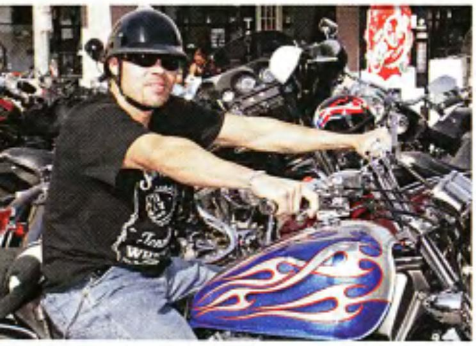
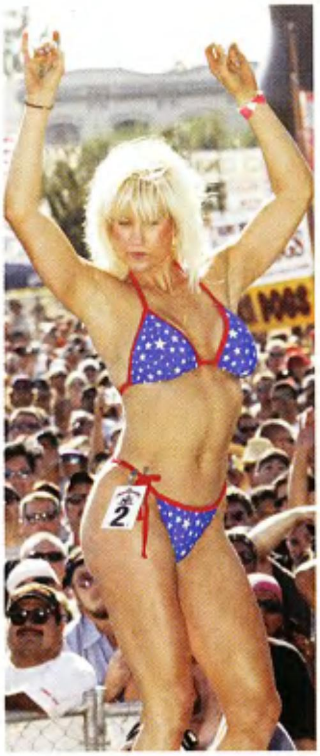


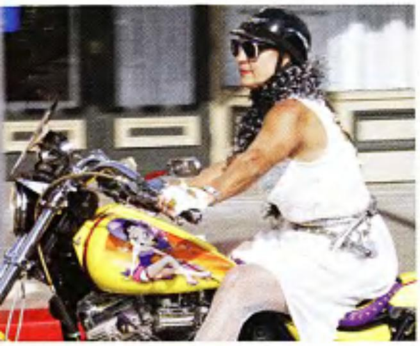
INDEPENDENCE DAYS RALLY

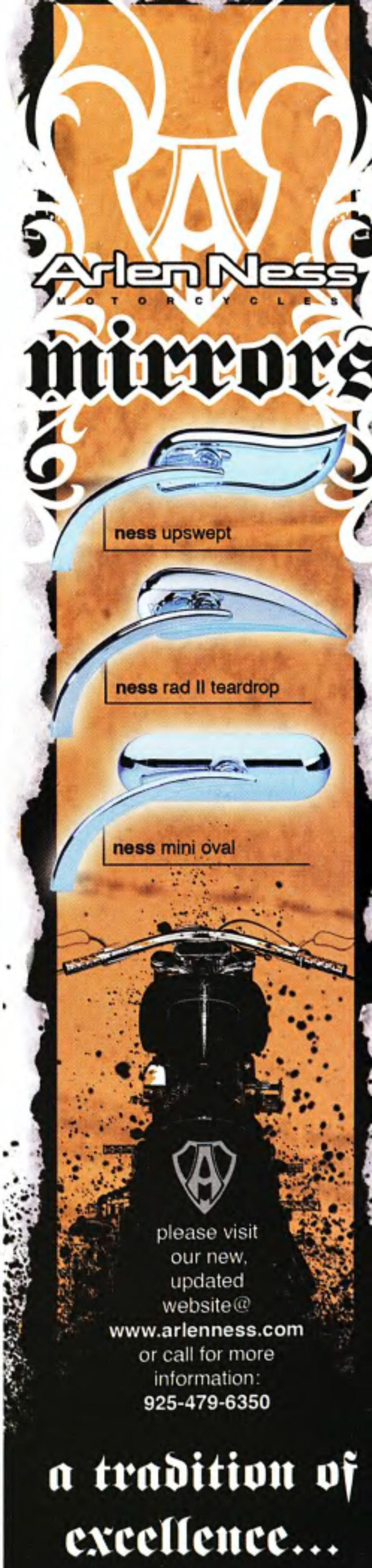
HOLLISTER

If it was the Fourth of July weekend and if you were riding through central or northern California, you were most likely on your way to the backwater town of Hollister. The 2004 Hollister Independence Rally ran over the long holiday weekend; it started on Friday, July 1 and went through Monday, July 4.

The rally was centered in that infamous little town, which in 1947, gave birth to the outlaw biker legend. Back then it was a hole in the wall, gaggle of bars and feed stores at the end of the great "garlic road," California Highway 25. The AMA Gypsy Tour held



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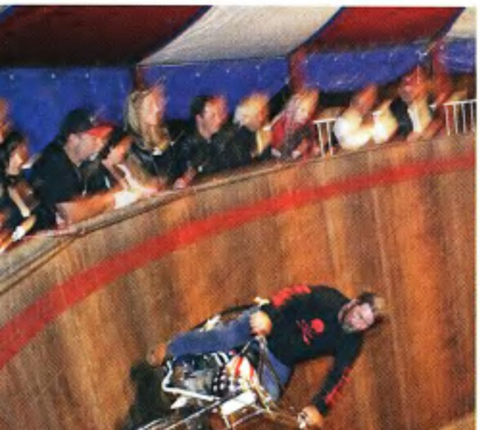

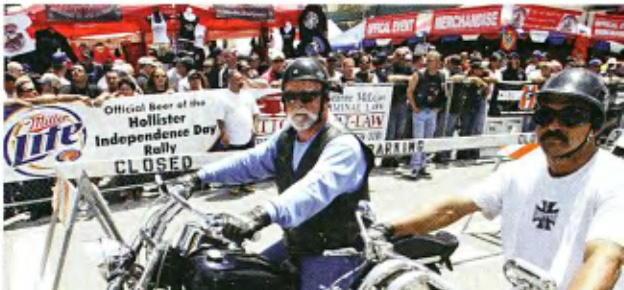
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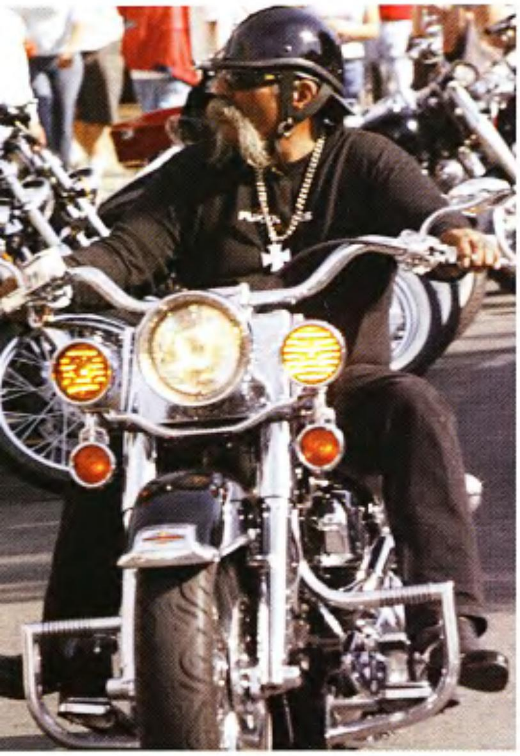


a series of races there over that year's Fourth of July holiday and a sleaze-bag reporter hyped it into a riot.

Well, Hollister is still out at the end of the highway and you still have the nostril-burning smell of garlic while you are riding through 80-plus-degree heat to get there, but the town itself has become a bedroom community of that high-tech city, San Jose. The only scenery on the way there were the concrete ribbons of freeways.

This is the type of event that every promoter loves, it's only a short ride from three major metropolitan areas: San Francisco Bay, Contra Costa County cities and Sacramento Valley cities with a total population of several millions no more that four hours away.

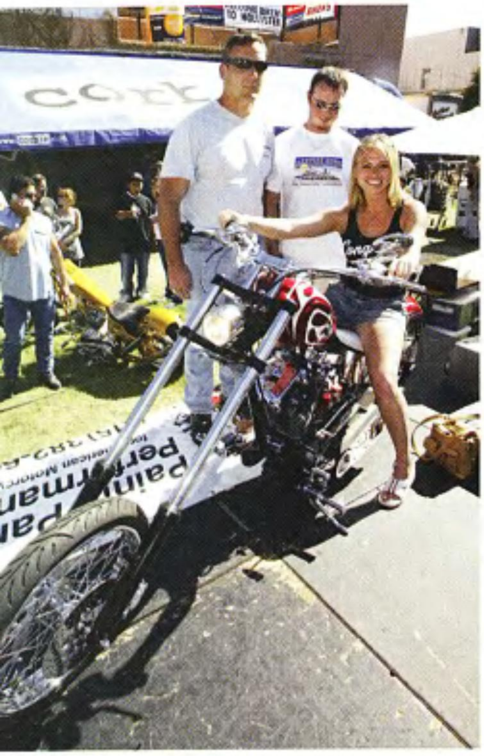
Although one and a half of those hours were spent in wheel to bumper traffic on Highway 25, most of the riders came out for the day. So there was no worry about lining up hotels and motels to bed down the riders. With this in mind, each vendor gets a new crowd of customers each day. What a package to sell.

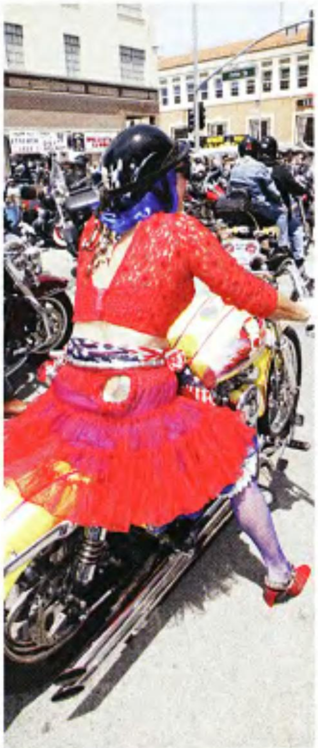
But what's the draw? Why did 50,000 riders come?

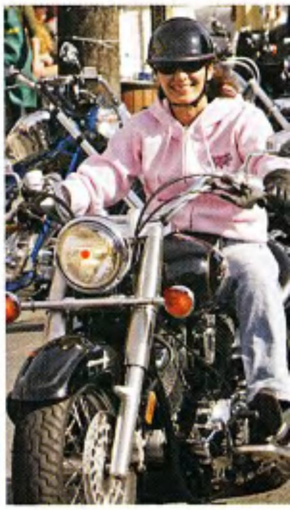
The party of course!

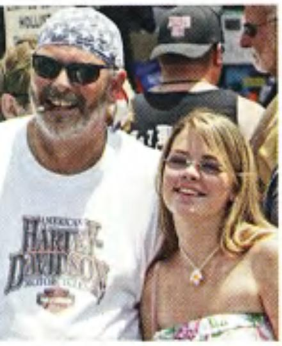
The city closed off the main drag and several cross streets and Hollister hosted a party that no other bay area city would dare throw. There was non-stop live music, food, drink and all types of motorcycle-oriented vendors.

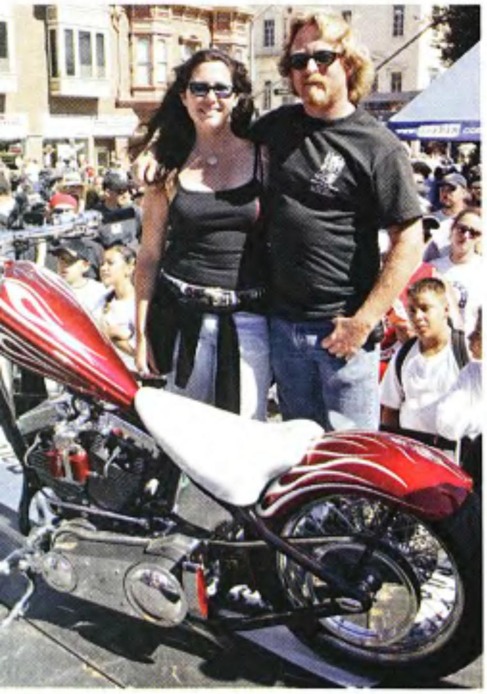
There were more kinds of food offered











than we could sample and a lot of stores turned into bars just for the occasion. And yes, Johnny's, the bar that *Life* magazine featured in its 1947 photo essay, is still there.

All of the big guys showed up: Custom Chrome, Drag Specialties, J&P Cycle and Ron Simms, along with most of the local custom builders. Custom Chrome gave away an assembled kit bike; the young lady that won it was as good looking a rider as we have ever seen, must be something to those California girls. Mother Nature even contributed by supplying great weather.

Having a major bike gig like this so close to home brought out a lot of riders that can't get to Sturgis, Laconia or any of the bigger runs. Being a day rider event, there was a sea of Softails parked on the main drag, with Fat Boys being the most popular. And the babes were out riding their own bikes.

Contrary to the original event, as portrayed in the 1954 movie, *The Wild One*, there was more than one town cop. There were lots of cops, they were on the corners directing traffic (and watching babes) and walking the sidewalks, keeping the drinkers inside bars; in California it's against the law to consume alcohol in public. They seemed evenhanded, even though they were high profile; they traveled in groups of three or more.

All in all we had a great time and so did the other 50,000-plus other riders. So, if you are out riding the California freeways next Fourth of July, stop by Hollister, we will. —*Bugle*

Photos: Pam Proctor and John Sullivan

Easyriders® Holiday Gift Guide

'Tis the season my friends. Images of Santa with his sled loaded down with Harley parts, springer front ends and new saddlebags fill biker's noggins. As we all settle in for a warm winter's nap, imagine reindeer straining under the weight of all those new Harleys that will soon be dropped under all our Christmas trees (hope Santa remembers to fold down the apehangers as they slide down the chimney).

Welcome to our annual "Holiday Gift Guide." Herein you'll find a pleasing plethora of cool new products and services by quality companies and manufacturers. What should you get for the biker who has everything? The answer is here.

Happy Harley Days, brothers and sisters. May all your two-wheeled dreams come true.

—Dave Nichols

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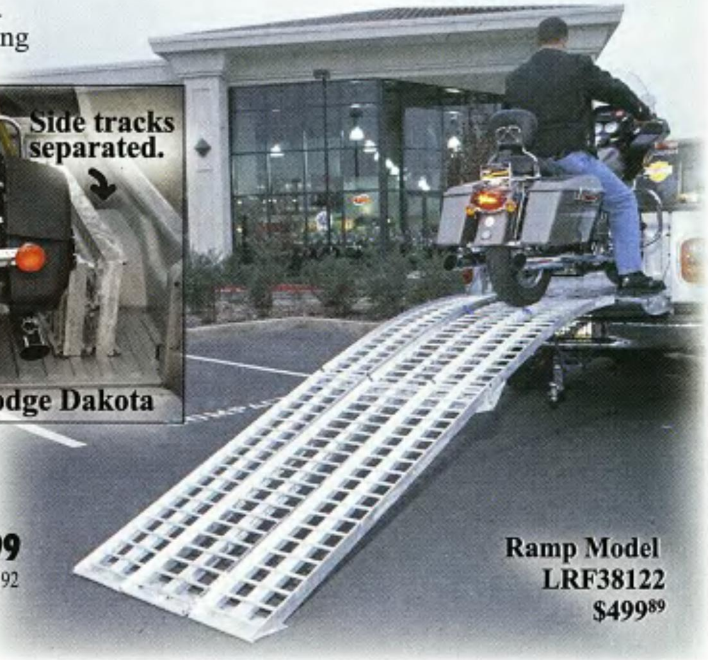

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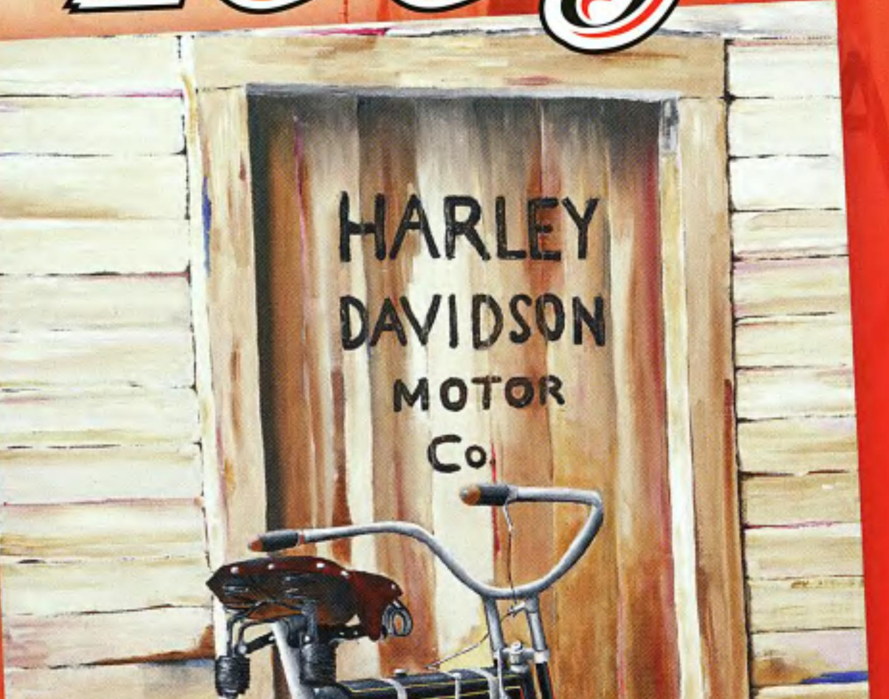

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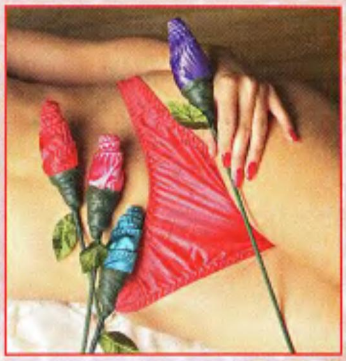

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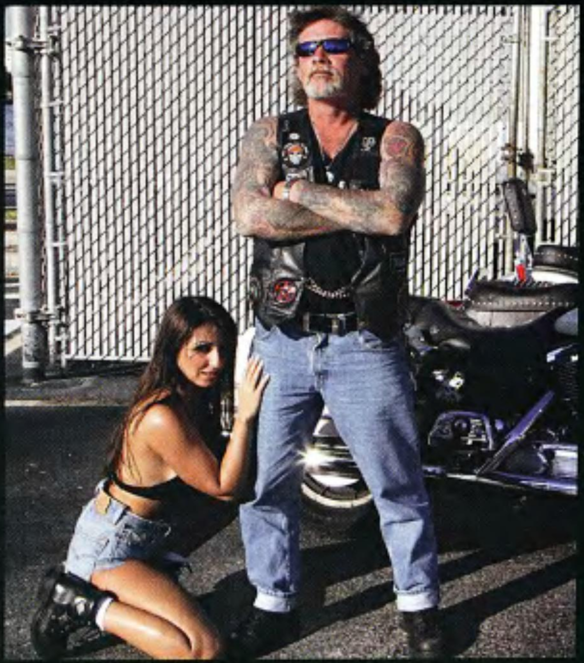

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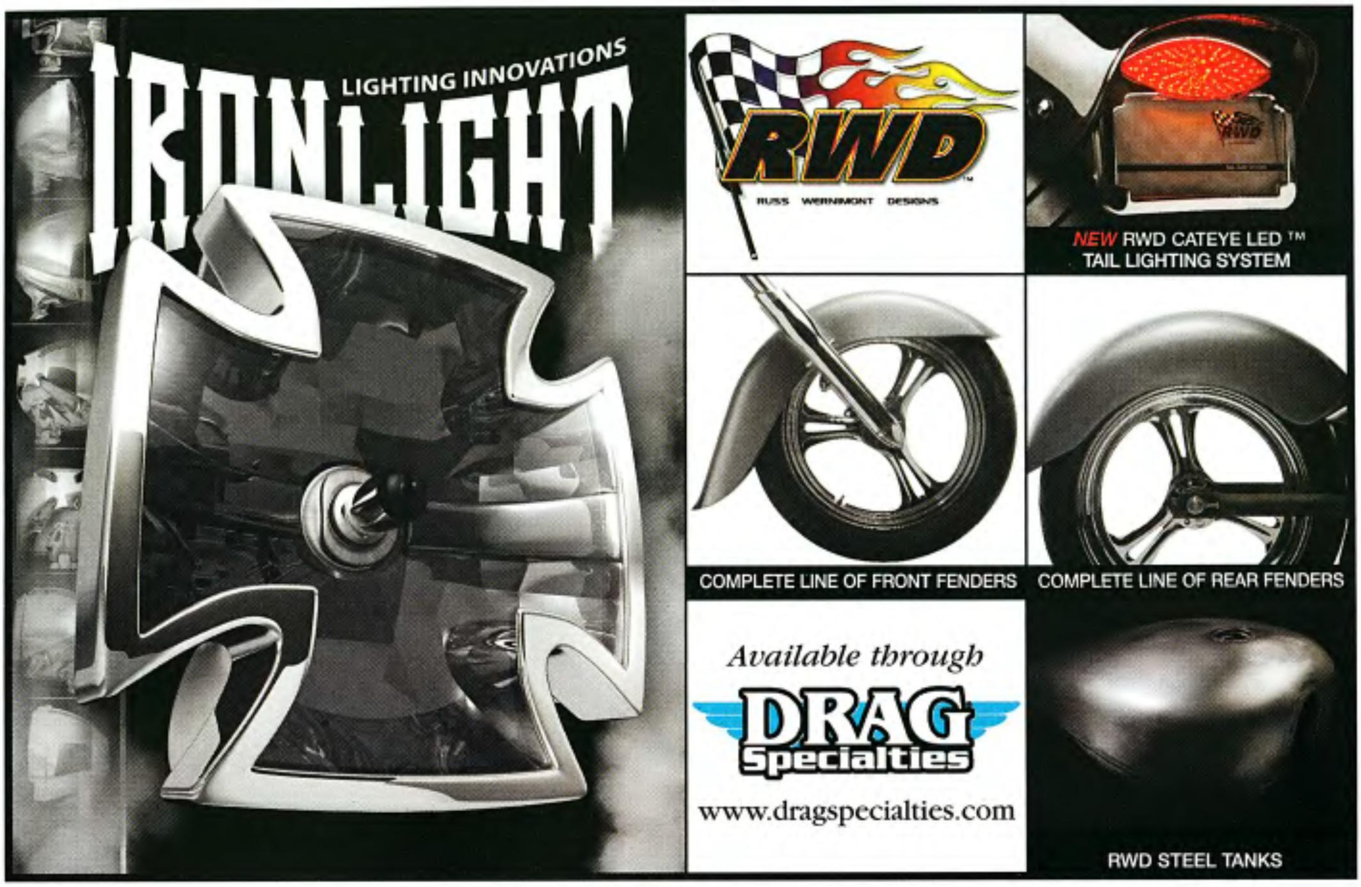
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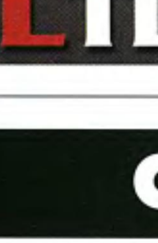

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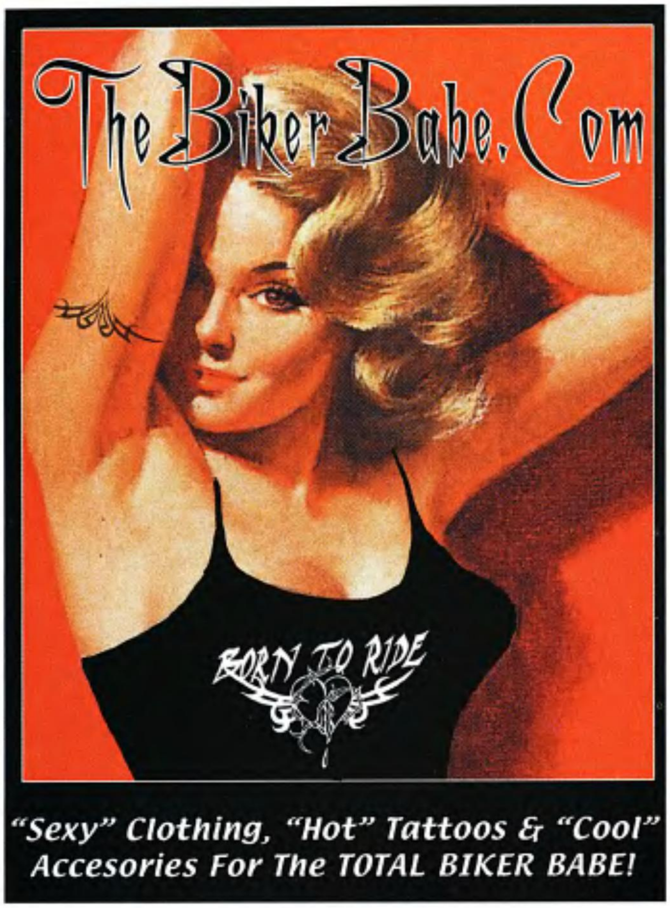
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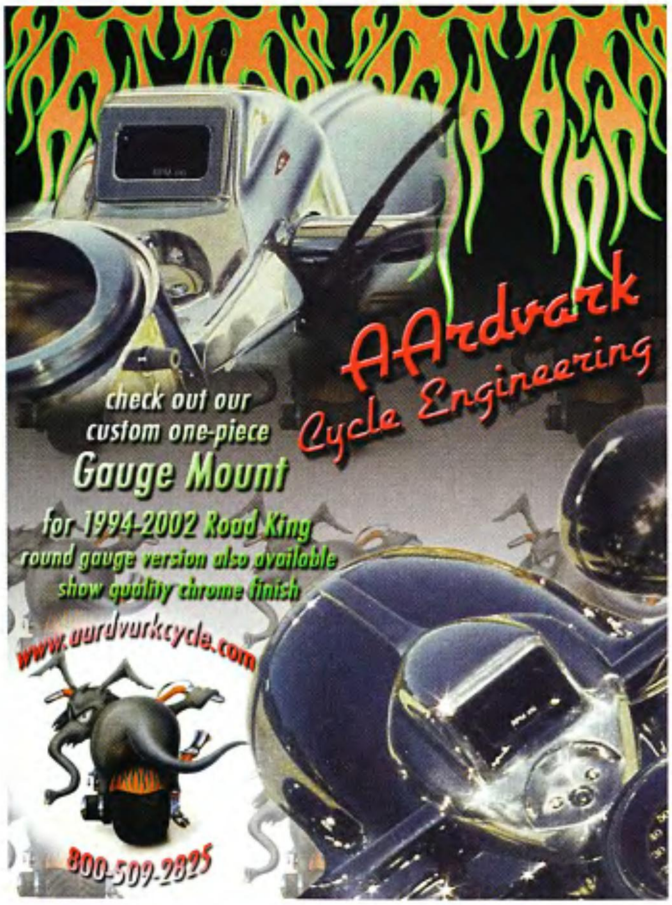
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TIM EDMONDSON'S ONE OFF

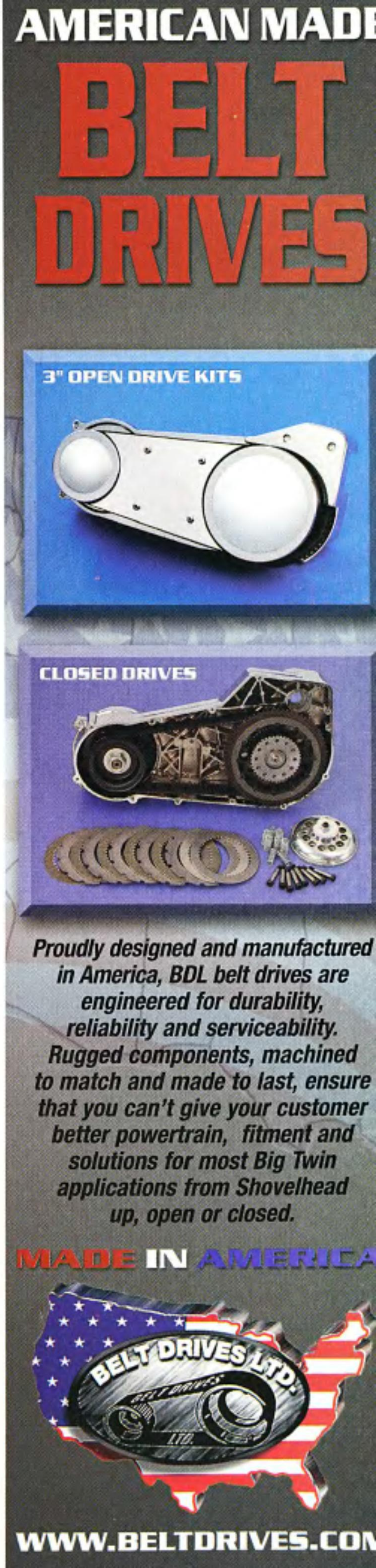
L.L. BEAN CHOPPER

Ridin' out to some of the finest hunting and fishing spots in the good old USA by motorcycle seems very natural to Tim Edmondson. He is one of the founders of American IronHorse Motorcycles (AIH) and semiretired, Tim remains very involved in the company and building "The bikes that own the road."

Tim recently realized that most of his riding buddies were always going on hunting trips, and figured that maybe lots of other folks would like to ride along with him to his favorite destinations for outdoor sportsman-style action. When we hooked up with him, Tim was back from his annual trek to the Sturgis Rally and Races and was rolling out towards New Mexico to tape a fishing episode for his new outdoor adventure television show called, *Run-N-Gun*.

One of Tim's AIH dealers in Maine introduced him to Bill Gorman of L.L.Bean. Bill loves the great outdoors just about as much (if not more) as he loves his motorcycles. He was proud of having built his first custom bike and was anxious to have Tim take a look at it.

Over the next few days while gunning for white tail deer Bill solicited Tim's opinion as to what he should do about his bike. Watching Bill squirm was getting painful, even for Tim, who finally put Bill out of his misery by telling him to ship it out to Fort Worth, Texas, where Tim would perform a sort of surgical rebirth.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Owner: ....Bill Gorman
City: ....Freeport, Maine
General
Fabrication: ....Kevin Morgan/ Brian Purgerson
Year/make: ....2003 American IronHorse
Model: ....Signature Series
Assembly: ....Tim Edmondson/ Brian Purgerson
Time: ....6 months
Chroming: ....Meclec
Engine
Year: ....2003 Signature Series
Rebuilder: ....Travis Gray
Ignition: ....Dyna single fire
Displacement: ......96 cubic inches
Cam: ....S&S
Carb: ....S&S
Pipes: ....American Iron Horse custom shop
Transmission
Year/make: ....2003 American IronHorse 5-speed kickstart
Painting
Molding: Jeff Long/Rick Duppstadt
Painter: .... Rick Duppstadt
Color: ....black
Type: ....House of Kolor
Special paint: ....sterling silver leaf flames
Frame
Year/make: ....2003 American IronHorse
Type: ....rigid
Rake: ....38 degrees
Stretch: ....2 up
Shocks: ....none
Modifications: ....AIH custom shop
Accessories
Handlebars: ......AIH custom shop
Risers: ....AIH custom shop
Handlebar controls: ....AIH custom shop
Fenders: ....AIH custom shop
Headlight: ....Headwinds
Taillight: ....AIH custom shop
Speedo: ....none
Pegs: ....BDL
Foot controls: ....AIH custom shop
Electrics: ....AIH custom shop
Gas tank: ....AIH custom shop
Oil tank: ....AIH custom shop
Primary: ....Primo
Seat: ....AIH custom shop
Mirrors: ....none
Grips: ....BDL
Front end
Type: ....AIH 42mm, 2 inches over
Builder: ....AIH custom shop
Wheels
Make: ....Roadwings
Hub: ....Performance Machine
Size: .... 21-inch front/ 18-inch rear
Tires: ....Metzeler
Brakes: ....AIH front/Exile rear
Photos: ....Michael Lichter

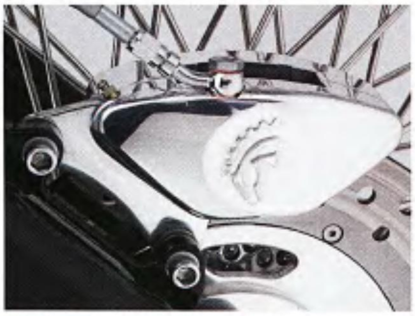
Bill's bike arrived at the AIH R&D dock wrapped in a green shipping banner that read: "Attention: Tim Edmonson Signature Series." It took six months for Tim and his group to have Bill's bike rolling. Tim saved only the engine from the AIH scrap bin, and what remained was one awesome little rigid frame bike for Bill.

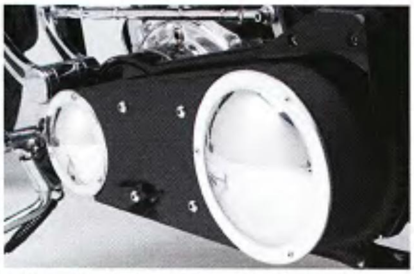
Bill's L.L.Bean Signature Series AIH chopper is full of prototype parts, unavailable anywhere when it was first built. Many of these pieces are now featured on AIH bikes in dealer showrooms and on the open road.

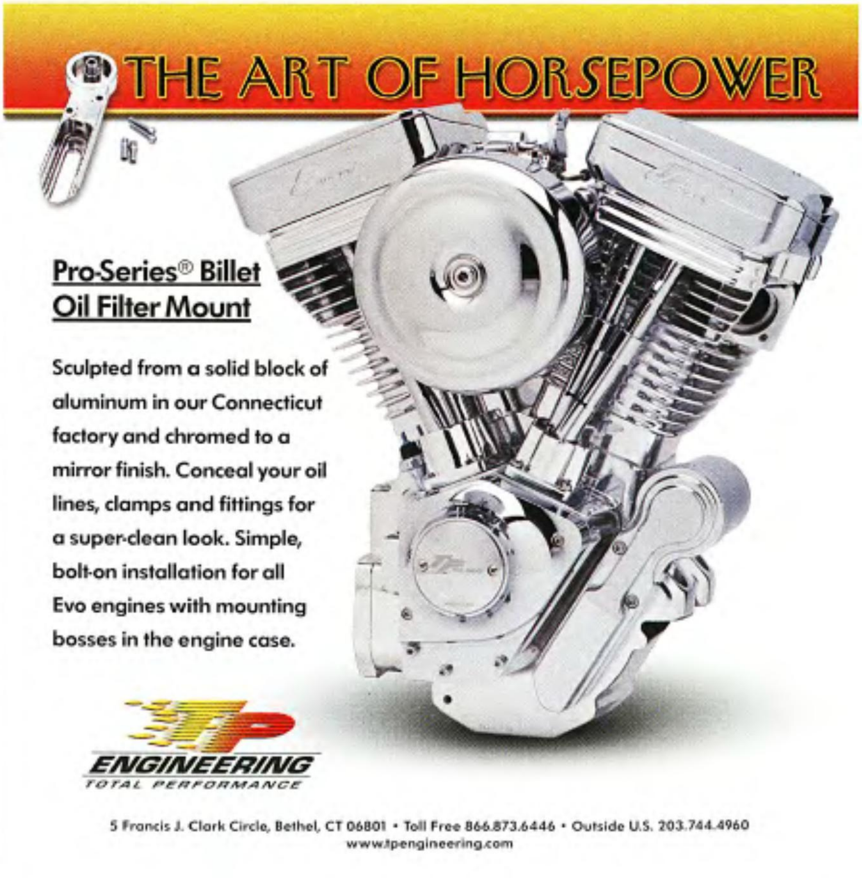
The Signature Series engine is a specially polished 96-inch S&S Cycle gem that spent a little extra time on Travis Gray's burner before finding its home in the Rolling Thunder 38-degree rigid frame. Besides the strikingly cool pipes, there were many more magical mods keeping the folks working in the AIH Custom Shop busy.

We think Tim and his crew did one helluva job. For details on what Tim will be hunting up next, check out his Web site www.Timedmondson.com.

—Cheese Hunter







RIVERA ENGINEERING'S SHOW SLED

BRUTE FORCE

The show bike is an important part of the motorcycle business. Not just for aspiring builders and new shop owners who labor long nights to create an eye-catching, one-off custom to show off their talents, the show bike is also an important ingredient for any established company to use as a showcase for their latest and greatest new parts.

In Rivera Engineering's case, their screamin' yellow sled is also a test bed for some of their new products, a way for them to make certain that what they sell passes rigorous tests of strength and durability. Perhaps this bike would be best described as Beauty and Beast, but Rivera prefers to call it Brute Force.

Pro-Street Frameworks built the bike in time for the '04 Cincinnati V-Twin Expo tradeshow, and Rivera had much to show off. Have a look at the right-side-drive rear belt. It's bigger than normal and called the Fat Back, all of 2 inches wide, built to handle massive power.

Primo makes the special pulleys and outfits their right-side-drive trannies with special drive pulleys to match the new fat belt. The Fat Back uses a proprietary 14mm belt that complements the massive 3.5 inches wide, 14mm Brute Force primary belt drive. As tires get more massive, so it seems, do the rest of the parts.

With a massive new drive belt, a new frame design was necessary, and with the new Eddie Trotta–designed chassis, the Fat Back now had a new home. This may be the first time in aftermarket

history that we have seen a frame designed specifically to accommodate a wider drive belt, but why the hell not?

And since we're on the topic of bigger and bigger, the new 48mm Mikuni carb is part of a new kit from Rivera, able to provide enough air and fuel for even the hardiest of engines. When you start lookin' at all the numbers, Brute Force is indeed an apt name for this bike.

Of course, with the '04 show season winding down at the time of this writing, it just makes a person wonder what the '05 show bikes will bring. Safe bets are wider tires, fatter belts, lower seats, longer forks, hell, everything that was so cool the year before, just on steroids. That's about the way it seems to work. Wonder if they'll think of selling this thing?... *—Wordman*

[redacted]

passin' gas

A biker on a dirt bike riding a trail encounters an Indian lying on the ground with an erection.

The biker asks, "What the hell are you doing?"

Indian says, "Me tellum time."

The biker shakes his head and rides on.

Later that day the biker is heading back and sees the same Indian only this time he's sitting on the ground masturbating. The biker asks, "What the hell are you doing now?"

Indian says, "Me windum watch."

Boulders
WPM, Florida

A big game hunter went on a safari with his wife and mother-in-law. One morning, while still deep in the jungle, the hunter's wife awakened to find her mother gone. She woke her husband, and they both set off in search of the old woman.

In a clearing not far from the camp, they came upon a chilling sight. The mother-in-law was standing face to face with a ferocious lion.

"What are we going to do?" his horrified wife asked.

"Nothing," her husband replied, "The lion got himself into this mess, let him get himself out of it."

T. Jennings
Susanville, California

A man escapes from a prison where he had been kept for 15 years. As he runs away, he finds a house and breaks into it. Looking for money and guns, he only finds a young couple in bed.

He orders the guy out of bed and ties him up in a chair. While tying the girl up to the bed, he gets on top of her, kisses her on the neck, then gets up and goes to the bathroom.

While he's in there, the husband tells his wife, "Listen, this guy is an escaped prisoner. Look at his clothes! He probably spent lots of time in jail and hasn't seen a woman in years. I saw how he kissed your neck. If he wants sex, don't resist, don't complain, just do what he tells you, just give him satisfaction. He must be dangerous. If he gets angry, he'll kill us. Be strong honey. I love you."

To which the wife responds, "He wasn't kissing my neck. He was whispering in my ear. He told me he was gay, thought you were cute, and asked if we kept any Vaseline in the bathroom. Be strong, honey, I love you too."

S. Krat
Agoura Hills, California

Emily Sue, Billy Bob's wife, passed away so Billy Bob called 911. The 911 operator told him that she would send someone out right away.

"Where do you live?" asked the operator.

Billy Bob replied, "At the end of Eucalyptus Drive."

The operator asked, "Can you spell that for me?"

There was a long pause and finally Billy Bob said, "How 'bout if I drag her over to Oak Street and you pick her up there?"

R.M.
WPB, Florida

This guy wakes up from a deep sleep and, feeling really horny, nudges his wife awake and asks, "Why don't we get it on, eh?"

She replies, "I have an appointment at the gynecologist tomorrow, and you know I don't like to make love the night before."

So the husband agrees, rolls back over, and starts to go back to sleep. A few minutes later he nudges his wife again and asks, "You don't by chance have a dentist's appointment tomorrow, do you?"

Gomez
Danville, Illinois

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner: ......Rivera Engineering
City: ....Whittier, California
Designer: ..Rivera Engineering

General
Fabrication: ....Pro-Street Frameworks
Year and make: ......2004 Brute Force
Model: ....Brute Force
Assembly: ....Pro-Street

Frameworks
Time: ....1 week
Chroming: only where needed

Engine
Year: 2004
Model: ....TP Engineering 121 SP
Rebuilder: ....TP
Ignition: ....Crane
Displacement: ....121 cubic inches
Lower end: ....TP
Balancing: ....TP
Pistons: ....TP
Heads: ....TP
Cam: ....TP
Lifters: ....TP
Carb(s): ....Mikuni
Air cleaner: ....Rivera
Pipes: ....Thunder Cycle

Transmission
Year: ....2004 Rivera right-side drive
Shifting: 6-speed

Painting
Painter: ....Design Craft
Color: ....purple on yellow
Type: ....special mix

Frame
Year:..................................2004
Builder: ....Pro-Street Frameworks
Type: ....Cobra
Rake: ....45 degrees
Stretch: ....7 inches
Shocks: ....Works Performance

Accessories
Bars: ..Pro-Street Frameworks
Fender(s): ....Pro-Street Frameworks
Headlight:..Accessories Unlimited
Taillight: ....Primo/Pro-Fab side-mount
Pegs: ....Thunder Cycle
Electrics: ..Rivera Engineering
Gas tank: ....Pro-Street Frameworks
Oil tank: ....Pro-Street Frameworks
Oil system: Rivera Engineering
Primary cover: ......Primo Brute Force
Seat: ......South East Auto Trim
Mirrors: ....JayBrake
Grips: ....Thunder Cycle

Forks
Type: ....Inverted
Extension: ....4 over with 6-degree rake in trees
Builder: American Suspension

Wheels
Size: 21-inch front/18-inch rear
Hub: ..Pro-Street Frameworks
Tires: ....Metzeler
Brakes: ....JayBrake
Photos: ....John Wycoff

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Left to right: Dave Perewitz, Arlen Ness and Donnie Smith.

GIBSON GUITARS GET THE CUSTOM TREATMENT FROM PEREWITZ, SMITH AND NESS

THREE KINGS OF CUSTOM

There are certain cultural things this country owns—things we created, nurtured and made real. People around the world can copy our stuff, but in the end those copies always look and sound like copies.

We own jazz and the whorehouse child of jazz, the blues. That music could only have been born in the steamy funk and ethnic distillery of America's southern port cities and the Mississippi delta. And when that music migrated north (by only 20 miles to Memphis) rock 'n' roll was born, and as it traveled farther north it had a shotgun wedding with bluegrass and country music came to be. That's our music; that's part of our stuff in this country.

The art of the custom motorcycle is some more of our stuff. When the endless ability of the American male to change, modify and perfect machinery turned to the motorcycle, the results were works of art that are the envy of the world, and like the music, custom bikes are copied relentlessly.

So, it was only natural that the king of musical instruments that accompanied American music, Gibson Guitars, should join forces with the Three Kings of Custom Motorcycles: Arlen Ness, Dave Perewitz and Donnie Smith to create the works of art you see here.

Each of the Three Kings personally designed, created and painted a guitar to represent his design philosophy. Then, because the muse was on them, each builder created a motorcycle to match the guitars. The bikes and guitars were unveiled during last year's Daytona Bike Week at the posh Plaza Resort & Spa.

Anyone who has read this magazine for the last few years could identify the builder with each guitar at first glance, they're that distinctive. Each builder was given blank pieces of wood and instructions to let their mind loose to create whatever they wished. The results are stunning.

Ness was enamored with the Flying V edition Gibson, and used that basic shape on which to expand. The "V" shape has been filled in and expanded for a striking result.

Donnie Smith decided to start from scratch and build his instrument to replicate the view of a motorcycle gas tank as

seen from the rider's position. Note the filler cap at the bottom of his guitar. The result is a stunning piece somewhat reminiscent of the '60s-vintage Vox guitars.

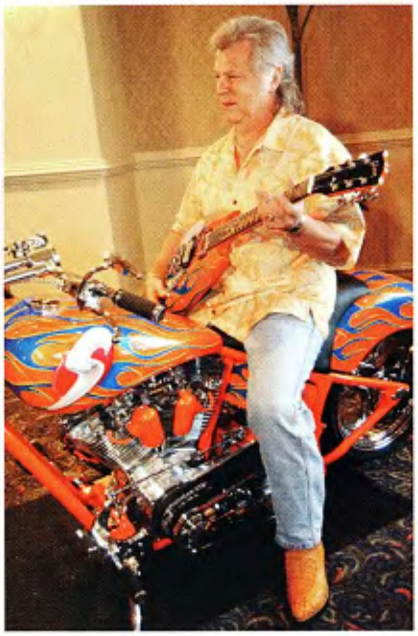
Dave Perewitz at the urging of his buddy Brad Whitford from the band Aerosmith decided to stay with the venerable Les Paul design. That seems to fit, because Perewitz is the master of flame painting, and his work matches beautifully with the Les Paul's lines.

The motorcycles and guitars will be available from a handful of premiere dealers to consumers in the late summer of 2004. The Perewitz beauty goes for $9,000, Smith's will sell for $12,000 and the Ness model will set you back $15,000.

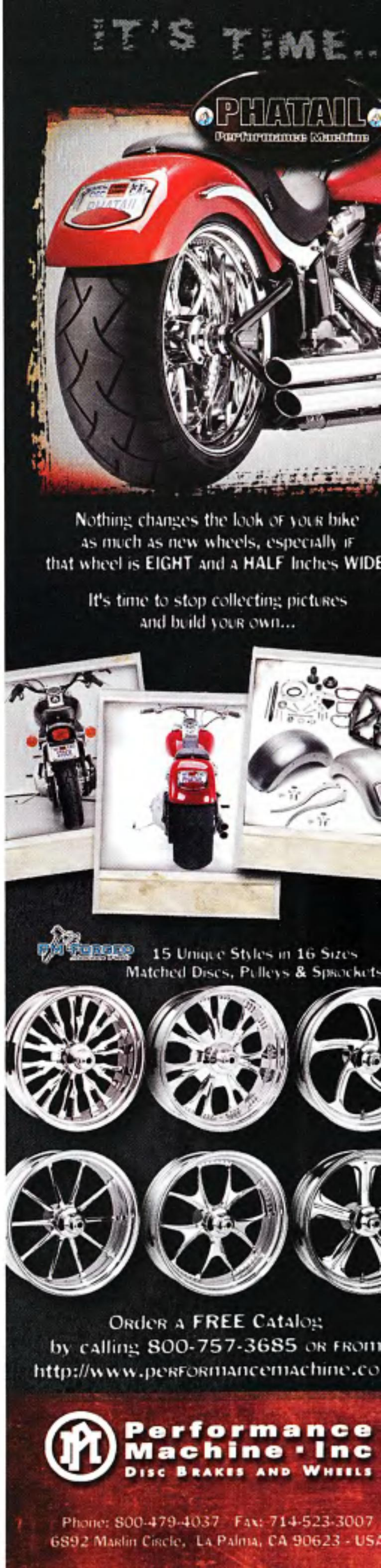
And, if you can afford that much for a guitar, you can obviously afford the matching motorcycles too. The bikes are made to order and can be purchased from the builders.

This is the real stuff. Each guitar and each motorcycle is made right here in the good ol' U.S. of A. by American craftsmen. It had damn sure better be made here. This is our culture; it's ours.

If you just have to have one of these guitars and have more money than you can handle, call 615-871-9585 ext. 588, and someone will tell you where to send your check. —*The Seagull*



Photos: Mark Langello



THE SECOND WIFE

I have only been married once. I got lucky the first time and the girl I tricked into marrying me has remained my wife right up to this very day. Divorce has never entered into our lives, mostly because we both hate lawyers and would never be able to decide which one of us was forced to take the kids.

A lot of people though get married over and over again. It becomes like a freakin' hobby. And no matter how many times they do it they just can't seem to get it right. Speaking from the male perspective, I think this has mostly to do with a flawed selection process. Picking the first wife is all about romance, love and all that gushy crap you read in bridal magazines, if that's your thing. However, picking your second wife should be a whole different matter. You have to be much more practical. Much more calculating. You can't become tangled up in useless emotions and the warm fuzzies. You have to be a bit more selfish than

What does Santa want for Christmas...?

the first time around. Think more of your own needs and wants. It's like buying a second car. It doesn't need to be as flashy as the first one, as long as it's reliable, low maintenance, and doesn't have sex with your boss while you're out of town on business.

Even though, as I already said, I have no practical experience at picking a second wife, through careful research I have created the following list of rules to make the process a success. Some of the rules are also based on my instincts, and some I made up. Hey, you get what you pay for. Look, you want a freakin' marriage counselor, send me your credit card number.

The second wife must be able to cook.

By cook, I don't mean order buckets o' grease from Wing Wong's take out, or nuke one of those ready to eat dinners that any self respecting dog would turn his nose up at. I'm talking serious food preparation with pots and ingredients and a sweltering hot oven that makes them sweat in all the right places. You need a woman who knows that a cheese grater isn't for doing your nails and frying pans are good for more than violent attacks whenever they feel like you don't appreciate them enough.

The second wife must love sex.

When it comes to second wife nookie, you need a woman who will initiate, not just tolerate. Even if your first wife had the sex drive of a houseplant, you need not settle for frigid the second time around. There are women out there who love sex. Who can't get enough. True, finding these women isn't always easy, and they may not be exactly the type and size that you are looking for, but is that really a problem. It's fine to go looking for a centerfold, but don't overlook the big girls in your search. Not only are they grateful for any sex they can get, but there's a pretty good chance a big girl knows how to cook.

The second wife must have money.

Ideally the second wife should have an income that will support both of you should you decide to live out your lifelong dream of sitting on the sofa in your underwear, happily unemployed, unshaven and uninterested in anything but scratching your unmentionables. Being poor might be kinda romantic when you're young and living off love, but by the time you get to the second wife any notions of romance have probably been beaten out of you by a constant barrage of chick flicks and shopping for feminine hygiene products.

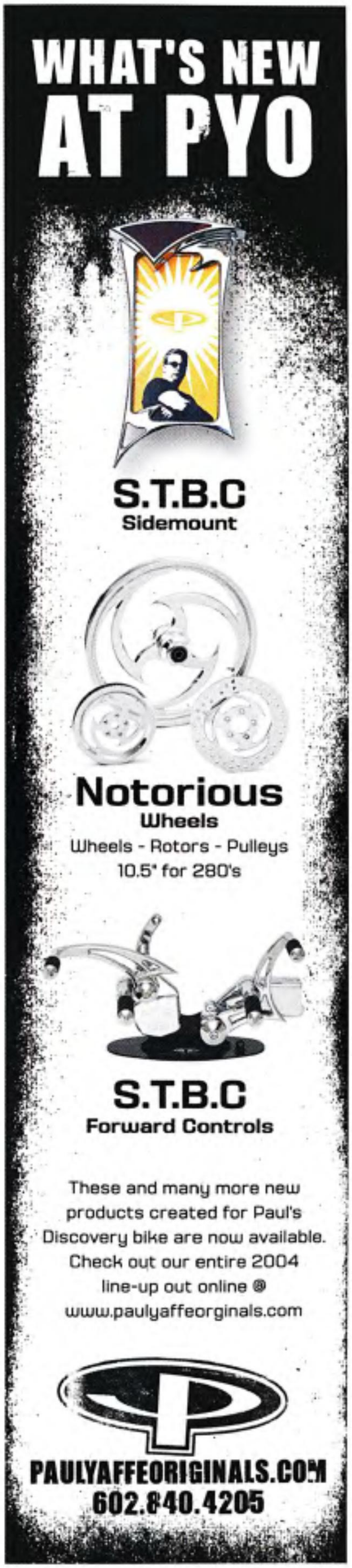
The second wife must not have kids.

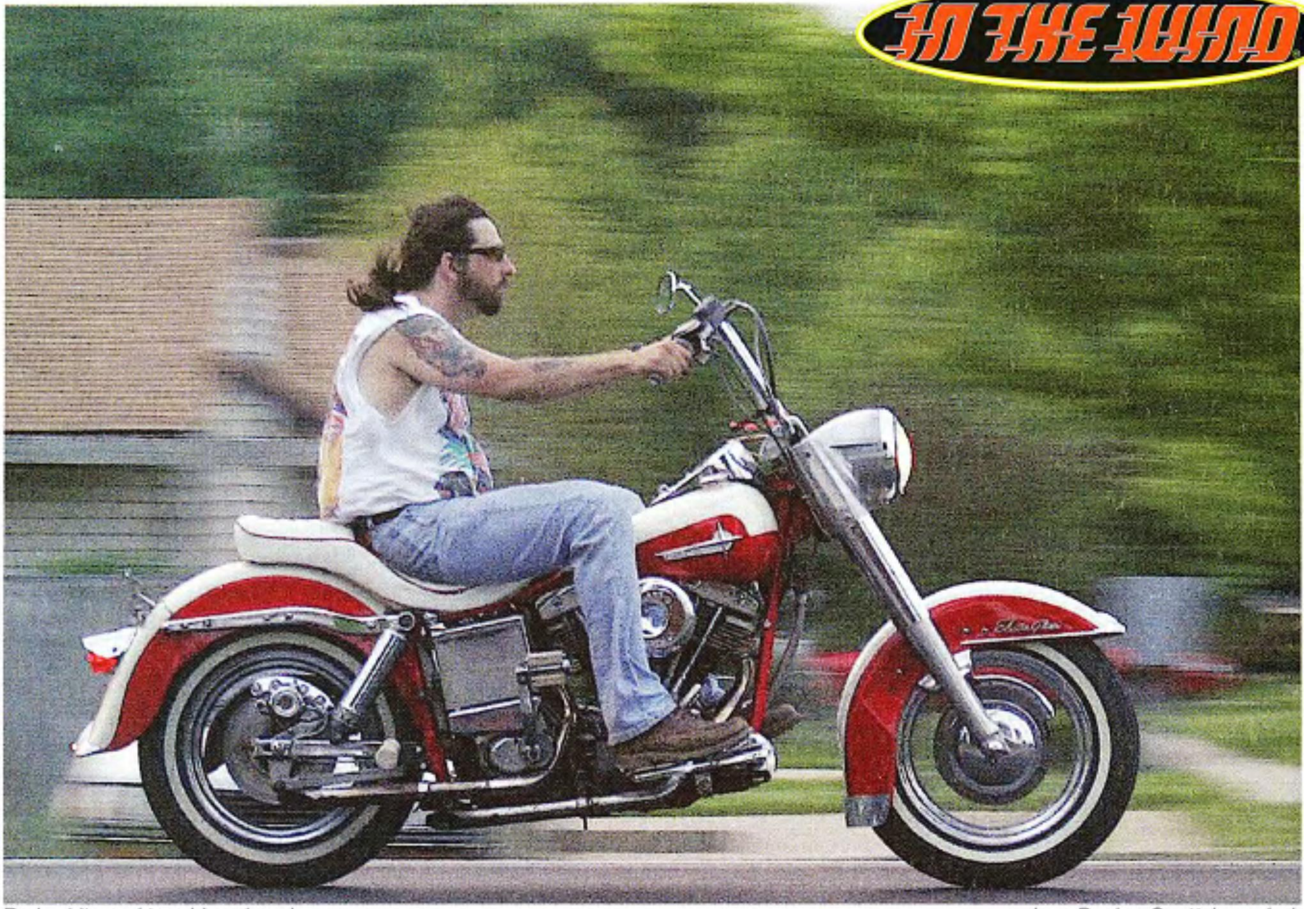
Kids are hard enough to deal with when they're your own fault, so inheriting a readymade family is out of the question. If your second wife has rugrats they will not only hate you, but they will also interfere with all the food, sex, and money you were after when you went looking for a second wife. Tossing kids into the mix is like tossing a brick in your washing machine. The noise alone will be enough to drive you crazy, let alone all the damage. When it comes to kids, think of it this way. If you didn't get to breed 'em, why should you have to feed 'em.

The second wife must be kind.

If not kind, at least quiet. And tolerant. Able to forgive easily and quickly. You don't want a second wife who holds a grudge, because God knows you will do stuff she could hold a grudge against. Also, if she's a forgiving type you have a better chance of making things last, thus avoiding the need to go looking for a third wife any time in the near future. You don't want to open that can of worms. By the time two women take you for every penny you have, you won't have enough money in your jeans to attract the kind of woman that hangs around outside the homeless shelter.

So, what you're basically looking for in a second wife is a horny, wealthy, childless cook with a kind heart. The polar opposite to most of the second wives I've seen, who are usually frigid, poverty stricken, bitchy and have a couple of brats hanging off each leg. And yet, even they are usually able to find a man to hook up with. I don't know if guys have low standards, high hopes, or are just retarded. Either way, you don't have to worry about that now because you have the necessary information to make a wise decision. Should you ever need to, you'll be able to pick a winner and live happily ever after. And if you don't think all this will help you find the perfect second wife, I've got one last piece of advice for you: If you don't feel like looking for another wife, you better start being a lot nicer to the one you've got. —*Greg White*





Red, white and true blue shovel. —*Joey Begley, Scottsburg, Ind.*

Little bit of Heaven. —*Brian Weinstein, Park City, Utah*

Toilet humor. *—Tracy McGuirt, Eaton Rapids, Mich.*

Massive mams! *—B.R., Ackerman, Miss.*

Da gang! *—Mark Fountain, Omaha, Neb.*

Knickers in a bunch? *—Paul Houde, E. Falmouth, Mass.*

Ain't I cute? —Elizabeth Novo-Gradac, ABATE Kansas

Wedding limo. —Doug and Tammy Yuhas, Wayne, Mich.

Yabos unchained. —Woody Hayman, Rome, Ga.

Ridin' two up! —T.W. Banks, Riverdale, Ga.

Rodeo ranglers. —Judy Brown, Salisbury, N.C.

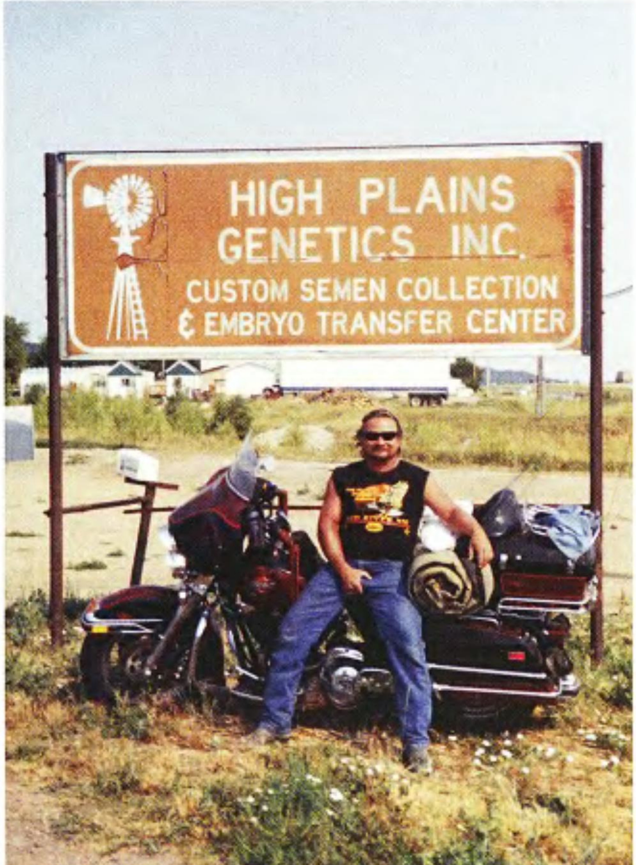
Long and lean. —Kim G., Providence, R.I.

The large and small of it. —*Terry Friedman, Gretna, La.*

Can't take 'em anywhere. —*Gary Hillman, Jewett, Texas*

Milwaukee vibrator. —*Dale Copeland, Waterbury, Conn.*

All-star pair. —*Kim G., Providence, R.I.*



Primed and ready. —*Randy Brandlein, Ignacio, Colo.*

Tatitude. —*Glenn Dettman, Cleveland, Ohio*

It's beer-thirty! —*Jen Beaty, Zion, Ill.*

Congrats, kids. —*S. Krisher, Creston, B.C., Canada*

The high and the mighty. —*Gary Hillman, Jewett, Texas*

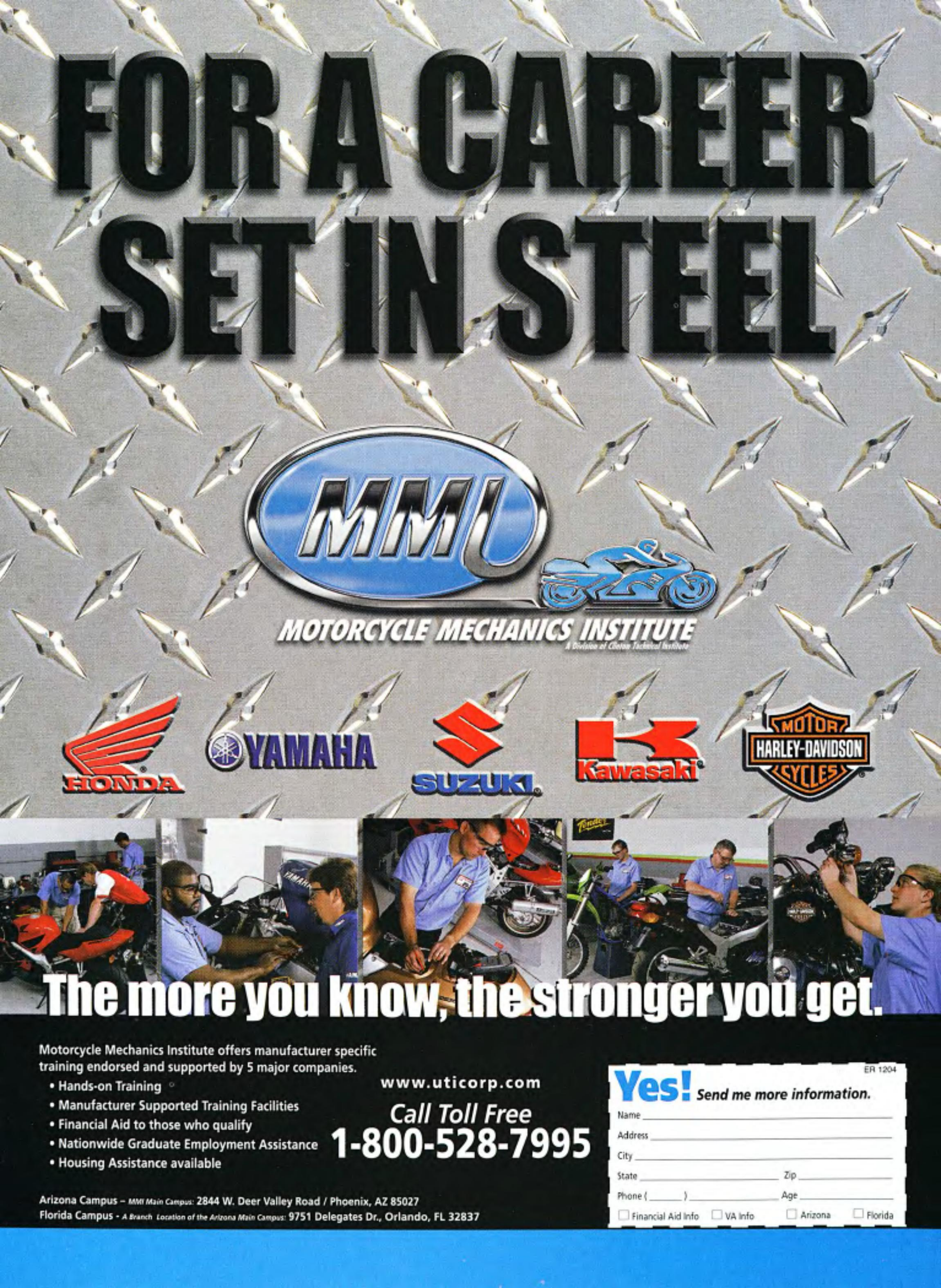
The whole family rides. —*Bob Devel, Carson City, Nev.*

Pert and proud. —*Burt Pinkston, Staten Island, N.Y.*

Titty six-pack. —*Les Holt, LaPort, Texas*

We didn't do it. —*Judy Boden, Wilmette, Ill.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay $100 for each full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for every black-and-white picture printed.) Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions.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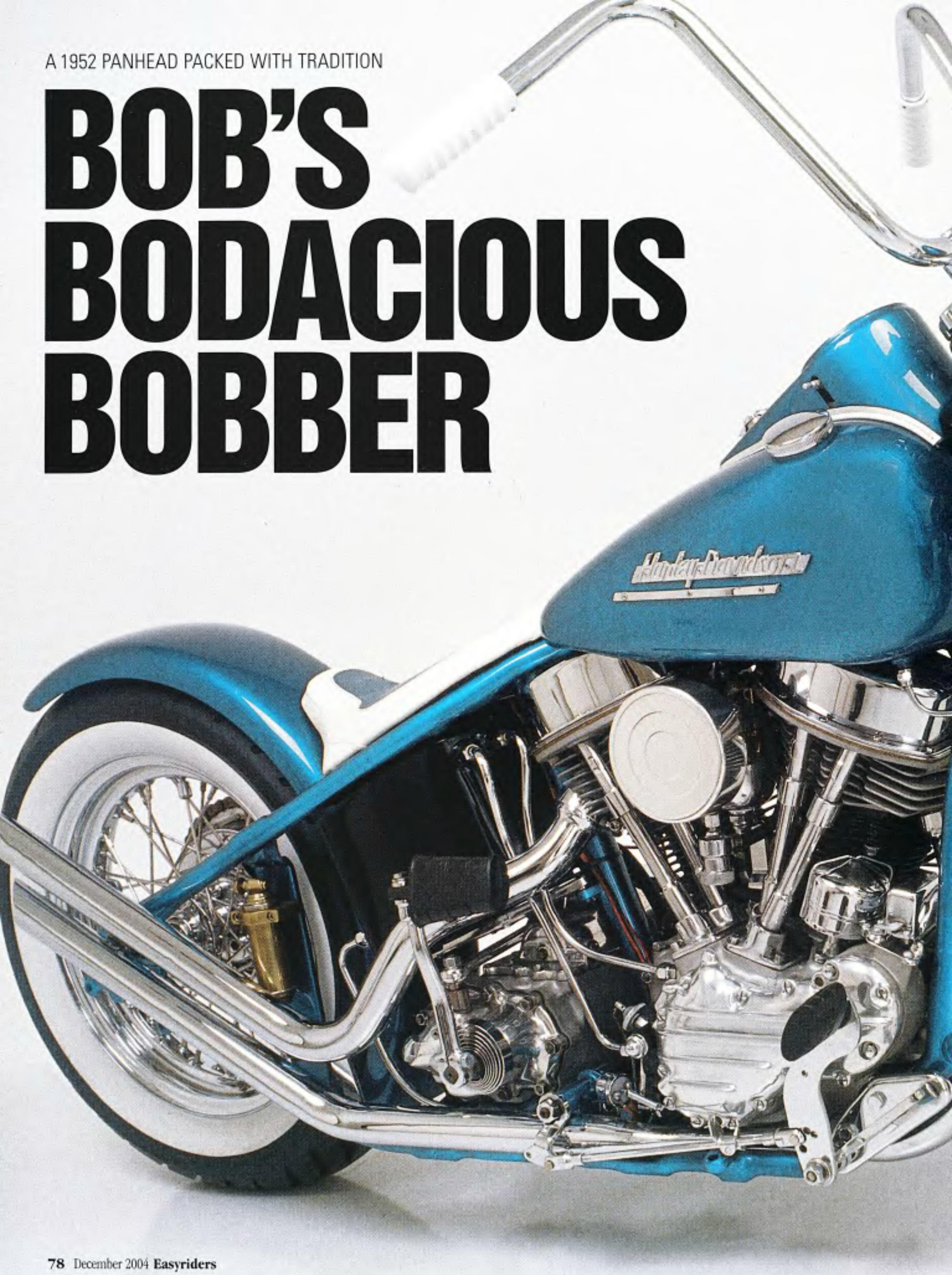
A 1952 PANHEAD PACKED WITH TRADITION

BOB'S BODACIOUS BOBBER



Out in the Palmdale, California, high desert things go bump in the night, from stealth fighters and bombers to unidentified flying objects. Case in point, Bob Carrillo's show-winning 1952 panhead bobber.

A highly sought after contractor with a rep for true artistry, Bob translates those skills into his unique pan, shovel, knuckle and even flathead powered customs. These are built from original Harley-Davidson components and all expressing the classic bobber tradition…smaller, lighter, higher bars, lower seats, fender-free, skinny 21-inch front tires…and whitewalls in this case.

You might remember Bob's '47 knucklehead that showed up in a previous issue of *Biker*. But this pan bobjob, built with the assistance of his son Robert, was a step up the evolutionary ladder, yet with strong ties to the past. For example, the 74-inch motor is still fed from a stock '52 gas tank via a vintage Linkert carb and changes gears via a '65 police shifter while the front end is fitted with early H-D sidecar trees and a set of original Flanders 12-inch apehangers. Gotta have 'em.

As for acquiring the correct vintage parts, Bob credits his good friend and fellow custom bike builder Paul Wheeler. "I've known him since I was 9-years-old and saw all the choppers he built over the years. If doesn't have the part I need he'll find it for me."

Bob started with a Ted's Cycle '48-'52 H-D replica wishbone rigid frame and then added about 40 hours of molding. "We smoothed out all the welds because when you use a candy color you can't have a lot of crevices or seams because the paint will fill up in them." The headlight is an old Bates unit colored matched to the teal paint scheme with the rim powdercoated white to go with the Avon whitewalls.

You'll notice that while the bike is very traditional in design, it also is technically very clean and lean. For instance, Bob massaged in a strutless rear fender, plumbed in an internal throttle and dispensed with anything that might otherwise clutter up the bike's lines. "I didn't even want a mirror on it and I wanted it to look like a bicycle." He explains. "That even applies to the grips. People think they're rubber but they're billet that I powdercoated white." Bob has designed a number of custom parts for his cool bikes and credits friend Eric Casada for his machining skills.

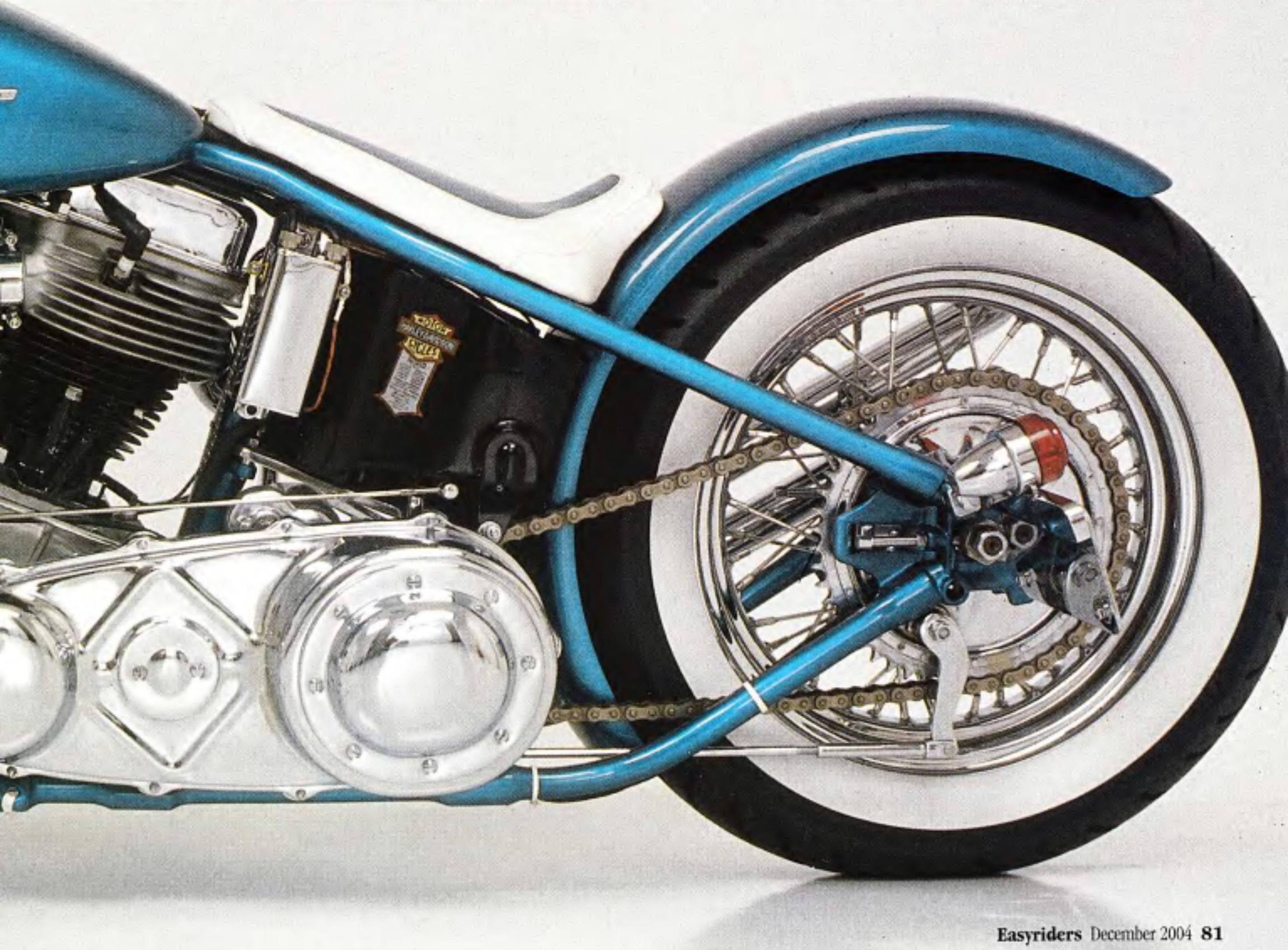
The motor is an original '52 panhead rebuilt to exacting specs by early engine specialist "Flathead Fern" from Reseda, California. "He takes the time to get all the tolerances perfect to make sure the motor lasts," Bob says. As for riding the bike, he says, "Once you get used to that foot clutch and hand shift it's really smooth. It does take a certain rhythm when you go old-school style, but I'm willing to teach people."

This bike recently won Best Pre-'65 at the annual Mikuni Bike Show, a follow-up to Bob's win last year when his knucklehead took home the award. Currently, he's working on a Harley flathead chopper that will no doubt add yet another to his trophy collection.

Bob's wife, Laurie, a major supporter of his efforts, will join him as well as son Robert and daughter Tira at the new shop Bob's opening called The Classic Bobber Chop located in Palmdale and dedicated to the traditions of the custom bobber.

As for the pan seen here, Bob says it's for sale and adds, "I can make more. Just pick a color...as long as they have whitewalls." You can reach him at 818-554-0475.

—*Paul Garson*



Owner: ....Bob Carrillo
City: .... Palmdale, California
General
Designer: ....Bob Carrillo
General
Fabrication: owner and son Robert
Year and make: ....1952 Harley-Davidson
Model: ....Carrillo panhead bobber
Assembly: ....owner
Time: ....8 months
Chroming: ....Astro Plating
Engine
Year: 1952
Model: ....panhead
Rebuilder: ....Flathead Fern
Ignition: ....stock Harley-Davidson
Displacement: ......74 cubic inches
Lower end: ....Harley-Davidson
Balancing: ....Flathead Fern
Pistons: ....Harley-Davidson
Heads: ....Harley-Davidson
Cam: ....Andrews
Lifters: ....stock
Carb(s): ....Linkert
Air cleaner: ......owner/Eric Casada
Pipes: ....owner
Transmission: '52 Harley-Davidson
Modifications: ....Andrews gears
Shifting: ....'65 police shifter
Painting
Painter: ....Reuben/ Refined Auto Finish
Color/type: ....candy teal
Frame
Year: 1948-52
Builder: ....Ted Cycles
Type: ....wishbone rigid
Rake: ....stock 30 degrees
Stretch: ....none
Shocks: ....low air rear tire
Modifications: strutless rear fender
Accessories
Bars: ....Flanders 12-inch apes
Handlebar controls: ....internal throttle
Fenders: ....Exile Cycles
Headlight: ....Bates
Taillight: ....Vincent/Casada
Speedo: ....Harley-Davidson
Dash: ....none
Front pegs: ....owner/Casada
Rear pegs: ....no
Electrics: ....stock Harley-Davidson
Gas tank: ......'52 Harley-Davidson
Oil tank: ....knucklehead
Oil system: ....Harley-Davidson
Seat: ....Bar Enterprise
Mirrors: ....Turn your head
Grips: ....owner/Legends
Forks
Type: ....Harley-Davidson
Extension: ...."nonstick length"
Builder: ....H-D/owner
Wheels
Front
Size: .... 21 inches
Wheel: ....British
Tire: ....Avon whitewall
Brake: ....no
Rear
Size: .... 16 inches
Wheel: stock Harley-DavidsonTire: .... Avon whitewall
Brake: ....stock H-D drum
Photographer: ....Ken Ross

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S&S HEADS 718.60 up EDELBROCK 586.84 up
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DIST. 122.56
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CHROME BILLET LOWER LEGS 312.94 pr.
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FoxHunt

Meet July's Winner

"What in the hell are you pervs doing over there," and "What's up with all the young girls lately," are just a few of the comments we've been getting lately on our Fox Hunt winners. To add to the fun, meet your 18-year-old July Fox, Erin. The answer to the first question is: DUH, we're pervs. The answer to the second question is: See answer Number 1. I, for one, am ecstatic that little ladies like this NorCal beauty, Erin, are willing to shed some clothing and let some of us older guys reminisce about our younger days. That's why we welcome our younger (and of legal age) women readers when they inquire on modeling opportunities here. We certainly got no argument from bike owner Scott Argo, when Mike Chase brought Erin into the studio. Now, not that there's anything wrong with an older, more experienced woman, but...I think I've dug myself a big enough hole already...never mind. *—Phil McCrackin*

Lori–Arizona

#1201

"My first ride left me feeling so inspired. So, I ran out and got all these tattoos. Seriously, it made me dedicated to riding my own...now I do."

Melissa–Oregon

#1202

"I was 16 and my buddy Jeff would ride me home from work everyday on his '80s FX. I felt so cool with my leathers and bandana."

Kaylee—Toronto

#1203

"Seeing the mountains while zipping around on the back of a bike is totally breath taking."

Jessica—Connecticut

#1204

"My first ride on a Harley was so exciting, I was dripping wet when it was over."

Elise—California

#1205

"My first ride was on a rigid one-seater and I was on the back, with my legs wrapped around his waist, cruising through my neighborhood."

Jag—Florida

#1206

"My first ride was mind-blowing. In fact, now—just like a dog chasing cars—it makes me want to go and chase all the Fat Boys I see."

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-life, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare, a personal chaperone and deluxe accommodations at a hotel—with indoor plumbing even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids or scanned photos!
2. The release form (on this page) signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, in your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, color slides, or digital images (on a disc, 3 megapixel minimum)—no negatives and no Polaroids. Sorry, absolutely no photos will be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Paisano Publications, LLC.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #378 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes November 1, 2004. The voting deadline for this month's crop of cuties is November 30, 2004. We'll announce the winner in the April 2005 issue.

Here she is, your August 2004 monthly Fox Hunt winner, Marcie, No. 0804 from South Carolina. Come back and see her next month. Don't leave her hanging around!

378

FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

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Model's Name ____________________
Address ____________________
City __________ State __________ Zip __________
Home Phone ( ) __________ Cell Phone ( ) __________
Date of Birth __________ I am __________ years of age
I will pose nude __________ Topless only __________
Model's Signature ____________________

Photographer's Name ____________________
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Photographer's Signature ____________________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

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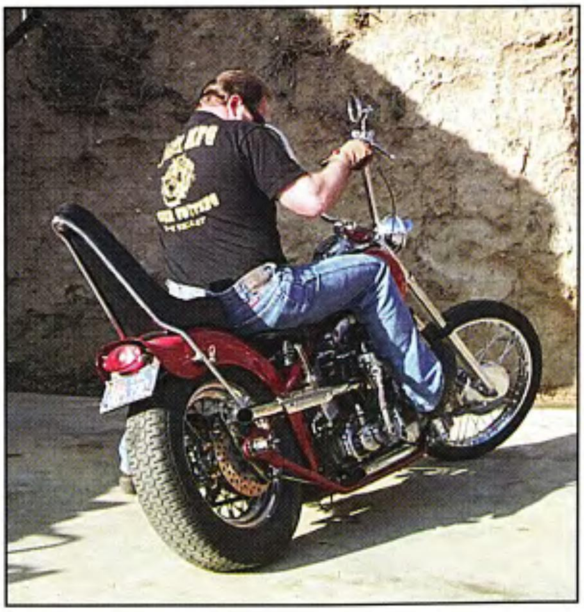

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NECESSITY BREEDS INVENTION

MILE HIGH CHOPPER

If Craig Martinez's ride evokes the work of Billy Lane and Choppers Inc., it's not by accident. He was a big fan of the dreadlocks-sporting builder, even before his Discovery Channel fame. Craig was looking to have a builder of Billy's caliber put together a scooter for him, but all wasn't going according to plan. "I got discouraged with having to wait on someone else to build me a bike, and decided to do it myself."

Craig then stumbled on the realization that many of the parts he liked on Billy's bikes were available direct from the self-dubbed "Black Jesse James" himself. More from frustration than anything else he decided to put his hand to wrench and build his own custom chopper.

He wanted a bare-bones ride, with up-to-date, proven components. The Diamond Chassis frame was a special order through Billy, as are many of the other parts. Craig asked Billy to custom shape the fender and rear strut for him in advance.

For a power plant, Craig chose the "friggin' bulletproof" 121-inch TP Engineering behemoth. From then on it's been an E-ticket thrill ride. With rated output of over 120 horses at 5,500 rpm, in top gear on the highway all Craig can say is, "Holy Crap!"

The shifting is handled though a Spyke Smooth Shift 6-speed transmission nestled in an S&S case. He is running Choppers Inc. 40-spoke wheels, an 18-by-9-inch in the rear and a 21-inch up front. The springer front end was built by Mondo at Denver's Choppers, which Craig believes to be one of the best springers on the market. He's really jazzed with the handling of the bike.

Craig enlisted the services of a young gun from Denver, Randy from Renegade Graphics, to squirt the paint. He sprayed

the House of Kolor Kandy apple red paint over a black base coat with a sprinkling of metal-flake to add a touch of sparkle. A subtle ghost skull was applied to the tank; it's barely visible until the light hits it. He kept the frame and many of the components in a matte black so the ruby finish on the sheet metal would take center stage. When the sun hits it, it truly comes alive.

None other than Paul Cox, of Gasoline Alley in New York City, hand-stitched the bike's leather saddle. This led to one of Craig's most memorable moments. Craig had arrived at the Discovery Pavilion at the Sturgis Rally during the filming of the *Great Biker Build-Off* episode. He ran into Paul and Billy, and asked them to come outside to check out his creation. To make a long story short, *Easyriders'* ace photographer Michael Lichter was also present and followed them outside, where Paul introduced Craig to Michael. The rest, as they say, is history. Michael was so impressed with the bike that that chance meeting resulted in the pics that you're looking at now.

On the chart below you will notice a reference to 5280 Choppers. That's because, after completing this bike, Craig decided that this bike marked the beginning of a new chapter in his life. He has since begun several other project bikes for friends and for himself. To facilitate that Craig set himself up in business as 5280 Choppers, a reference (number of feet in a mile) to his home in the Mile High City of Denver.

Craig started his project out of frustration. He learned from the aggravation of waiting for someone else to build his dream that he could do it himself. Hey you! What are you waiting for?

—Kit Maira

Owner: ....Craig Martinez, 5280 Choppers
City: ....Denver

General

Fabrication: ..Choppers Inc, owner
Year/make: ....2003 Rigid
Model: ....rigid chopper
Assembly: ....Choppers Inc, owner
Time: ....5 months
Chroming: ....various

Engine

Year: 2003
Builder: ....TP Engineering
Displacement: ....121 cubic inches
Cam: ....TP Engineering
Carb: ....Mikuni
Ignition: ....Crane Hi-4
Pipes: ....Martin Brothers

Transmission

Make: ....Spyke
Year: 2003
Shifting: 6-speed

Painting

Painter: ....Renegade Graphics
Color: ....Kandy red flake
Type: ....House of Kolor

Frame

Maker: ....Diamond Chassis
Type: ....rigid
Rake: ....45 degrees
Stretch: ....8 up, 6 out

Accessories

Handlebars: ....Choppers Inc. Prison Bars
Handlebar controls: ..Performance Machine
Fender: ......West Coast Choppers
Headlight: ....Arlen Ness
Taillight: ....Choppers Inc. Lucky 7
Speedo: ....none
Pegs: ....Choppers Inc.
Electrics: ....owner
Gas tank: ....Choppers Inc.
Oil tank: ....Choppers Inc.
Oil system: ....TP Engineering
Seat: ....Paul Cox
Mirrors: ....NYC Custom Cycle
Grips: ....Choppers Inc. 44 Magnum

Front end

Type: ....springer
Extension: ....12 over
Builder: ....Denver's

Wheels

Front

Size: 21-inch
Hub: ....Choppers Inc.
Rim width: 2.15
Tires: ....Avon
Brakes: ......Performance Machine

Rear

Size: 18-inch
Hub: ....Choppers Inc.
Rim width: 9-inch
Tire: ....Metzler
Brakes: ....Exile

Photos: ....Michael Lichter

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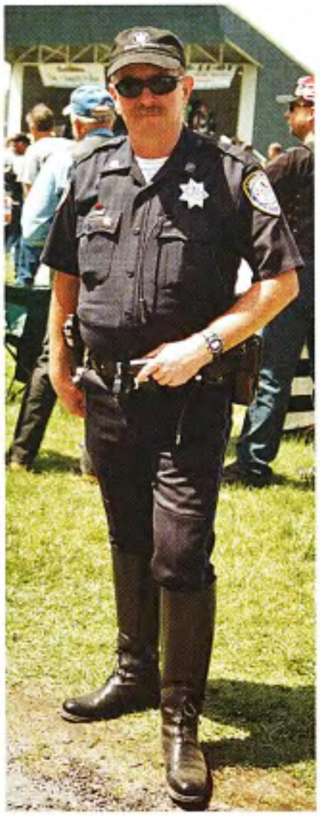
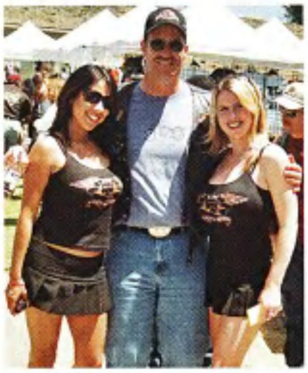
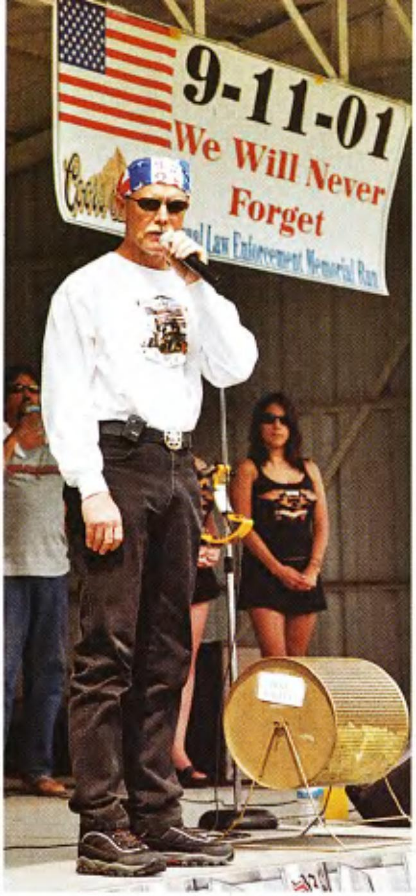




4TH ANNUAL PEACE OFFICERS MEMORIAL RUN

GUTS AND GRIT RIDE



Photos: Paul Garson

Bucky Harris (above) rides bikes by profession and passion. A San Jose, California, cop for 20 years he's seen a lot of the real "bad boys, bad boys, whatchya going to do when they come for you" action…except there's no time out for commercials or trips to the fridge for another beer. And sometimes the endings are not so happy.

The Santa Clara Valley Peace Officers have a history winding back to the 1880s; the motor cops have been two-wheeling law and order since the 1930s. Bucky's seen a lot of miles and motorcycles and also has been there when his colleagues paid the ultimate price for serving their communities. There's 40 names on the list. While the local police and sheriff's departments knew the score and conducted ceremonies honoring their fallen comrades, Bucky wanted to raise public consciousness as well.

"About five years ago," Bucky explains, "I got this idea we should do something commemorative for officers who have died in the line of duty in Santa Clara County and get the public involved. There are a number of events that occur to recognize these officers but mostly within the police departments. My idea was to use the motorcycle as a medium to bring the public into the experience."

Sharing his idea for a commemorative event with his friend John Boyles, they recruited volunteers and launched their first event in May of 2000, the date coinciding with National Police Week. About 800 bikes showed for the first Santa Clara Valley Peace Officer's Memorial Run. The next year there were over 1,500, doubling to over 3,500 the following year.

It was obvious that people did care; spectators lined the route waving American flags and cheering on the motorcyclists who had rolled in from all over the state. Each year Bucky and John get it together all over again, a ride that commemorates and celebrates all in one.

The event, a 55-mile run from San Jose to Bolado Park outside Hollister begins with a solemn memorial service at the San Jose Sheriff's Office where the names of the fallen officers are recited to the hushed crowd. This year the names were announced by local news personality Rigo Chacon.

"The focus for me is the ceremony where the names of the fallen are read so that the public understands that there are officers out there dying for their community," Bucky says. "I know a lot of people attend the event because they like to see those roads shut down so they can ride their motorcycles, but they also understand why we have this run. We break the day down to a memorial service that's a sad affair, but then we follow it with a celebration of their service to their communities with a barbecue and band at Bolado Park."

While the general public attended this year's run, its ranks were swelled by members from a number of law enforcement motorcycle clubs from all over California as well as H.O.G. chapter members, the Gold Wing Club, the Vulcan Club and the Blue Knights.

For $20 you had a great chance of winning a 100th anniversary Harley Fat Boy since only 1,200 raffle tickets had been issued. The bike's gas tank had been shipped to Milwaukee where none other than Willie G. himself signed it. The bike was provided by Brian Cardozo of San Jose Harley-Davidson, the event's major sponsor.

The winning ticket was held by one lucky guy, Brad Cairns of San Jose who went home with a $20,000 motorcycle

bought for $20. "He and I bought tickets together," says Kevin Keller, general manager at San Jose H-D. "Brad turns to me and says, don't bother buying a ticket, I just bought the winning won. But when Sgt. Grant called to tell him he won, he thought it was a joke. He says he's never won anything. It was even more of a shock since he's a rider but didn't have a bike and has spent a lot of time in the shop looking. He's still in a daze."

Funds raised by the event supports the families of fallen officers as well as providing scholarships for deserving high school students in Santa Clara and San Benito Counties with last years event raising $20,000. Bucky points out that the main reason for the event is not to raise money but to bring the names of the fallen officers to public awareness.

When you finished the 55 miles and entered the fairgrounds you immediately caught the scent of tons of barbecued chicken wafting across the green fields and there was plenty of cold beer to go with it. Chef Jacques Hayes of Elegant Events Catering spread on some of his special sauce and also baked some radically good brownies.

There was plenty of bike ogling and a bit of shopping as a number of vendors had set up booths including Wind Vest, Sick Choppers, and Hog The Sky Inc. All this while the rocking good band known as Hog Wild was cranking out tunes up on the stage.

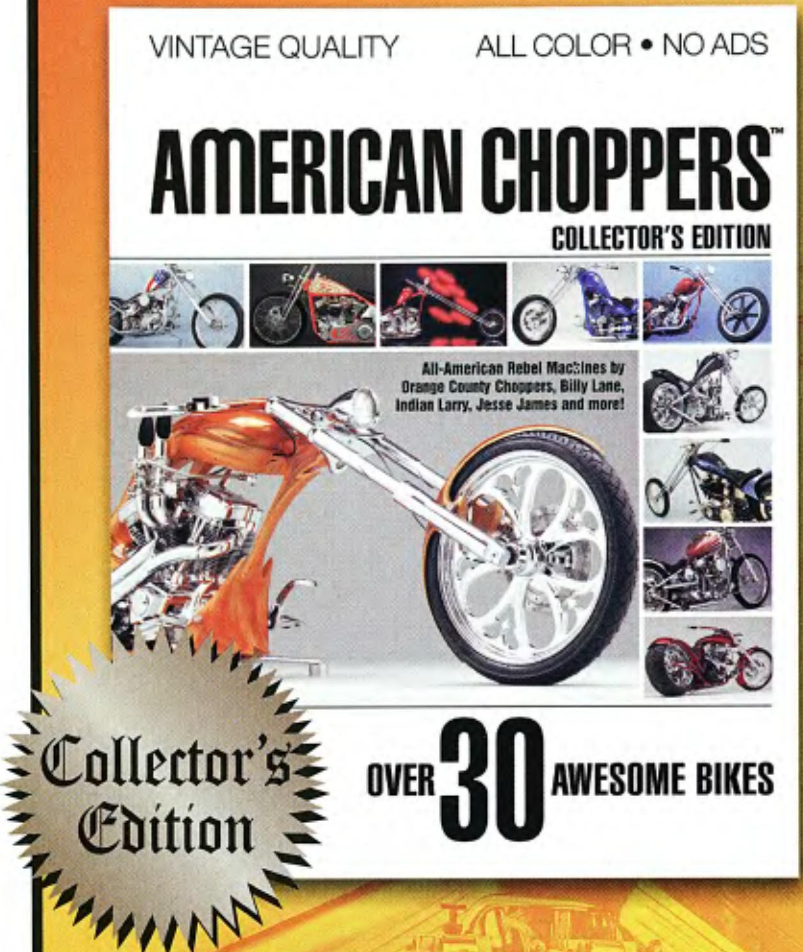
It felt pretty safe leaving your bike parked anywhere on the fairgrounds since a big chunk of the crowd were police officers. We met a bunch of local guys like motor officer Bob Keyarts who puts 40 hours a week in the saddle for Santa Clara County. We also got to know Department of Treasury agent Joseph Escalante on his '88 Police FLH with his lifelong buddies private investigator Gregory Yancey on a 2003 Fat Boy and officer Ruben Sanchez on his 2000 H-D Dyna Glide. Oddly, not one traffic ticket was issued during the whole event.

—*Paul Garson*

For information about next year's event contact:
Bucky Harris at 408-989-4867, or John Boyles at 408-410-1421

San Jose Police Officers' Association
1151 North Fourth Street
San Jose, CA 95112

San Jose Harley-Davidson
1551 Parkmore Ave.
San Jose, CA 95128



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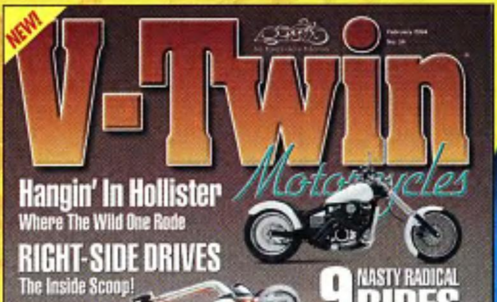

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CREATIVE CONCEPTS' HOT ROD

DEVIL IN THE DETAILS

Here's a bike we can relate to. It began life as a stock Harley and then evolved into a proven show winner thanks to Dennis Hartwig and Zane Cullen of Creative Concepts. Four and a half years ago, Scott Argo, the bike's owner, brought this 1999 Night Train from Miranda, California, to Creative Concepts in Santa Rosa to have it transformed into a head-turning custom. But sometimes the road to a perfect custom is a rocky one.

For instance, you may ask yourself, who would spend over 35 large on just the front end of their bike? It didn't start out that way, but the seemingly simple custom job (including a new paint scheme) got very serious after Zane and Dennis showed Scott that the devil is in the details.

Roger Goldammer is the father of this awesome 1-piece billet front end that has everyone talking. Within minutes of unpacking the sleek front end from its crate, Dennis shaved the nipples off of it, (Ouch!) and began redesigning a custom instrument cluster out of clay and wood. When he was satisfied with the rough design, he did a resin casting, which was then cast in aluminum. After all that, there were five more days of machine work to endure before it was ready for Sherm's luscious chrome. Sherm's has an investment of over 100 hours of work in this front end, and Creative Concepts has at least 150 hours of shop work in it.

Scott totally trusts everyone in the 10-person crew at Creative Concepts, and he gave them 90% of the creative control on this project. Before it was rolling, Creative Concepts reworked the front end at least a dozen times. Ya might think that after spending so many days and nights with this bike, they would have seen enough of it. But Dennis and Zane

were determined to give Scott's bike a custom hot rod look that went well beyond those unique forks.

The crew didn't modify the neck angle or stretch the downtubes, but molded and notched the frame, relocated the oil filter, hid everything, and shored up the rear axle by machining a piece of 1-inch-diameter billet steel rod. The stock 80-inch Harley Evo motor then welcomed a new cam and a head job.

Dennis got some 11th-hour help from the guys at R.S. Performance Coatings who handled the entire project in only three days. The Creative Concepts crew finished Scott's bike on a Tuesday night, leaving Dennis to complete most of his test ride in the dark. Scott arrived on Thursday morning at the crack of dawn to join the pack that was leaving Santa Rosa, California, for Laughlin, Nevada.

Riding a show bike whenever you get the itch has its drawbacks, but that doesn't stop Scott from rolling out on his newly revamped orange ride every chance he gets. After all, his bike handles better than ever with quick and nimble steering and a nudge more power. He also really loves the new paint.

Our Fox Hunt winner, Erin, from NorCal, adds the perfect touch to finish this tale of going from stock, to ready to rock. Check out on the Web site www.creativeconcepts4u.com. —*Cheese*

Owner: ....Scott Argo
City: ....Miranda, California

General

Fabrication: ......Creative Concepts
Year/make: 1999 Harley-Davidson
Model: ....Night Train
Assembly: ......Creative Concepts/ Cycleworks
Time: ....6 months
Chroming: ....Sherm's

Engine

Year: ....1999 Harley-Davidson
Rebuilder: ....Richard Roy of Cycleworks
Ignition: ....Dyna
Displacement: ......80 cubic inches
Cam: ....Cycleworks
Carb: ....Rivera
Pipes: ....West Coast Choppers

Transmission

Year/make: 1999 Harley-Davidson

Painting

Molding: ....Creative Concepts
Painter: .... Creative Concepts
Color: ....Burnt Copper
Special paint: ....by Eric

Frame

Year/make: 1999 Harley-Davidson
Type: ....Softail
Rake: ....36 degrees
Stretch: ....none
Shocks: ..Legends Air Suspension
Modifications: ......molding, hidden tank mount.

Accessories

Handlebars: ....Creative Concepts
Risers: ....Creative Concepts
Handlebar controls:....Performance Machine
Fenders: ....WCC
Headlight: ....Headwinds
Taillight: ....Hitech
Speedo: ....Creative Concepts/ Dakota
Pegs: ....Performance Machine
Foot controls: ....Performance Machine
Electrics: ....Creative Concepts
Gas tank: ....Fat Katz
Oil tank: ....Creative Concepts
Primary: .... Harley-Davidson
Seat: ....Francis Manolia
Mirrors: ....Performance Machine
Grips: ....Cyril Huze

Front end

Type: ....Goldammer chrome billet
Builder: ....Creative Concepts

Wheels

Make: ....Performance Machine
Hub: ....Performance Machine
Size: .... 18 x 4.0 rear, 18 x 3.5 front
Tires: ....Avon
Brakes: ......Performance Machine

Special Thanks: ....Richard Roy at Modern Machine, Roger Goldammer, Sherm's Plating, R.S. Performance coating, and the entire crew at Creative Concepts.

Photos: ....Mike Chase

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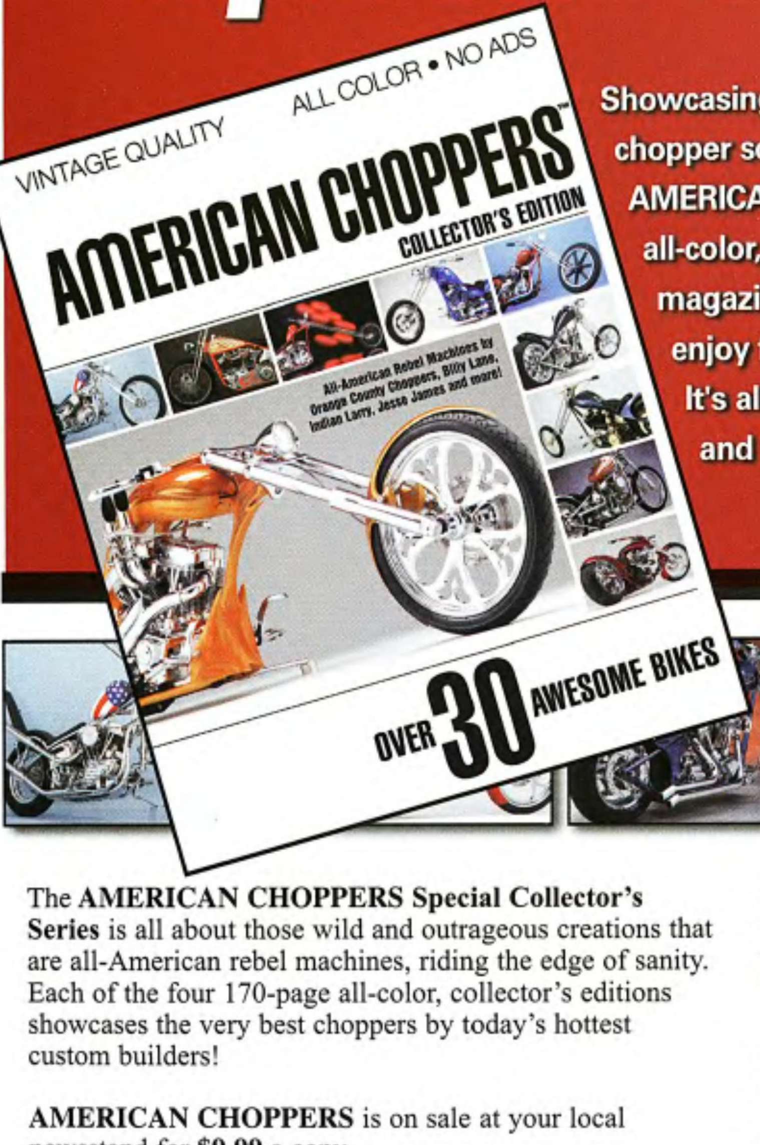

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FRANK DELGADILLO'S OLD-STYLE RIDE

WICKED COOL!

I gotta tell ya, I'm just a rider," Frank Delgadillo begins. "I'm not what you might call a mechanical guy," says the owner of Ambiguous Clothing, a major supplier to the skate, ski and surf crowd. "I'm not into the nuts and bolts. I just like bikes, and for this one I knew exactly what I wanted—jockey shift, kick only and a magneto—and I knew where to go to get it." Indeed he did. This is one wicked looking motorcycle. Bare bones and bare knuckles all the way.

Actually, Frank says he was inspired by the bikes being built in Japan these days, especially the ones coming out of Zero Engineering in Okazaki-City. "They're all old-school for sure, and those guys sure know how to build to the look," Frank believes. So with a heavy helping of that Far East vibe combined with Frank's own thoughts on the matter, like wanting a '60s-style rigid, Frisco-style chopper, Frank took his plan to a guy he knew would understand perfectly where he was coming from. He knew Chica could make it all happen. "And Chica," Frank says, "is definitely the man when it comes to this kind of bike."

No kidding. "It was weird," Frank goes on. "When I walked into the shop I knew what I wanted. I had it all in my head. I talked with Chica, telling him everything I was thinking, all of the stuff I wanted to see. Things like that Frisco-mounted Sportster-shaped tank sitting up high and tall over the backbone. I wanted the whole thing to almost look like a bicycle with a big engine in it, if you know what I mean. Lean, mean and nasty. Well, Chica listened to all of that, nodded his head a few times, then he picked up a Sharpie and in two minutes flat drew exactly what I had been dreaming about. He sketched it on a piece of scrap sheet metal that happened to be laying on the workbench. And there it was, my bike, point for point. He got it, the exact look and vibe I had hoped for. Amazing."

Frank's had a couple of other Harleys prior to this one, a shovel and a Heritage, "But this is my first real custom," he tells us.

The colors he chose to finish this

first-ever ground up works with the whole scheme, as well. That silver paint makes the bike seem extra raw, almost unfinished. It's completely done, of course, right down to gold-leaf detailing and red pinstriping. Just enough of everything.

Speaking about "just enough," Frank's engine choice here is a marvel of less being more, kind of like the bike itself. The engine is a stock 80-cubic-inch Harley crate motor, hotted up with a cam change, carburetion and that magneto. "And it's such a light bike," Frank says, "that's all it takes. That's plenty enough motor to make it fly. I ride with buddies opening the wick on much bigger engines and I'll usually smoke 'em, no problem!"

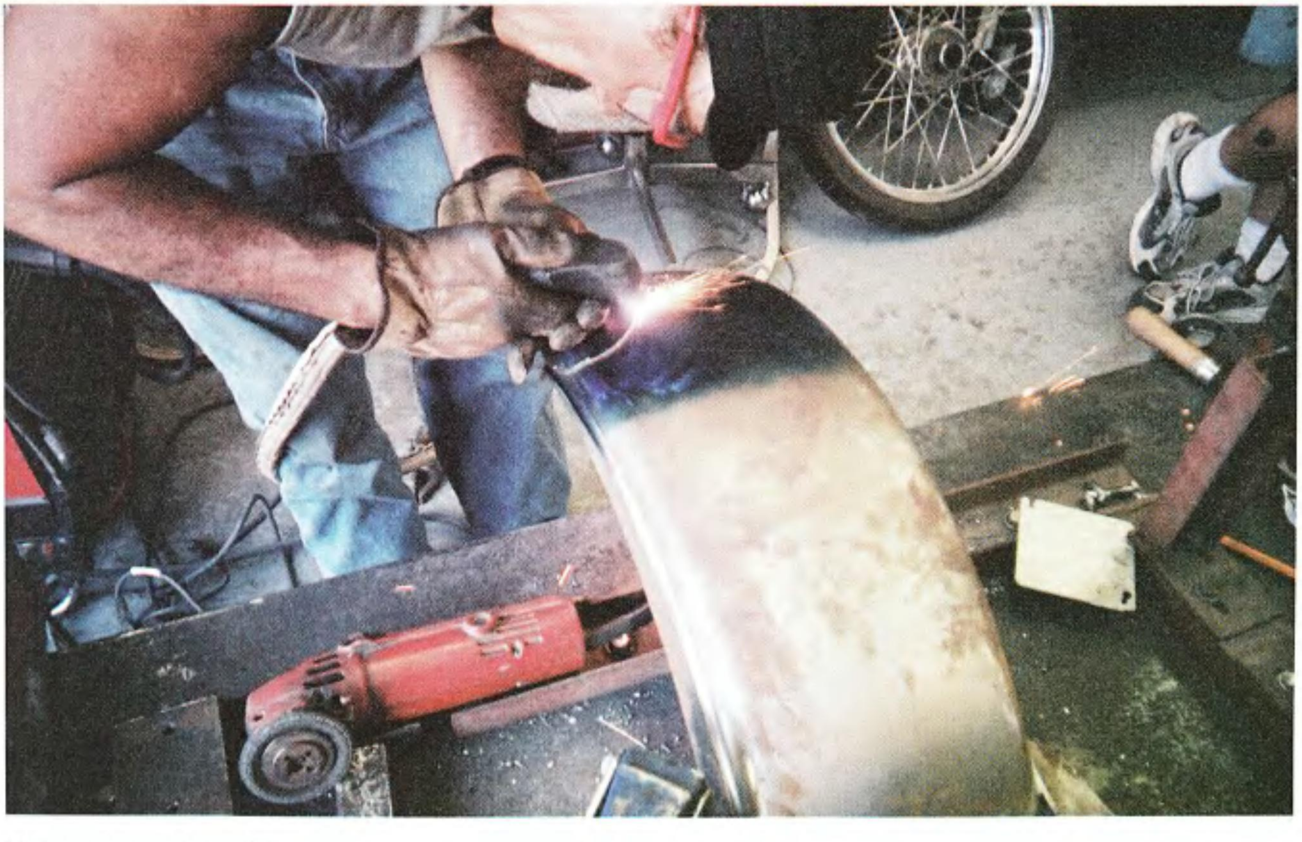
Frank does more with this little brawler than just punch it up in a few around-town street fights. This bike has been everywhere, almost coast-to-coast. "I took it on one of those Discovery Channel rides," he says, "starting in Mississippi and going right up through the heart of the country. I ride up to San Francisco all the time; I take it over to Laughlin. I travel on this thing, and it's a perfect on-the-road bike. Plenty comfy."

Underscoring that, Frank tells us that right after he picked up the just-finished bike, "I put about 5,000 miles on it in no time flat." And in an interesting little bit of carrying through on that original inspiration, the seat Frank sits on for all those miles and that saddlebag carrying his goods were made by those guys at Zero Engineering in Japan. They're both one-offs, handmade just for this bike. Nice touch, huh? *—Joe Kress*

Owner: ....Frank Delgadillo
City: ......Laguna Niguel, California
General
Designer: ....Chica Custom Cycles
Fabrication: Chica Custom Cycles
Year/make: ....2003 CCC
Model: ....Ambiguous Chopper
Assembly: ..Chica Custom Cycles
Time: ....7 months
Chroming: ......South Bay Chrome
Engine
Year: ....1999 Harley-Davidson
Rebuilder: ....Harley-Davidson
Displacement: ......80 cubic inches
Cam: ....Screamin' Eagle
Carb: ....S&S Super E
Pipes: ....Chica Custom Cycles
Transmission
Year/make: ....CCI 5-speed
Painting
Molding: ....Bob Iverson
Painter: ....Bob Iverson
Color: ....silver
Type: ....House of Kolor
Special paint: ....gold leaf detail, red pinstriping
Frame
Year/make: ..Chica Custom Cycles
Type: ....gooseneck rigid
Rake: ....top secret!
Stretch: ....ditto!
Shocks: ....nope
Front end
Type: ....springer
Builder: ....Chica
Accessories
Handlebar: ..Chica Custom Cycles
Risers: CCI
Handlebar controls: ..Performance Machine
Fenders: ......Chica Custom Cycles
Headlight: CCI
Taillight: CCI
Speedo: ....none
Pegs: CCI
Foot controls: CCI
Gas tank: ....Chica Custom Cycles
Oil tank: ......Chica Custom Cycles
Seat: ....Zero Engineering
Grips: ....Performance Machine
Wheels
Make: ....Chica
Size: ....21 x 3.5, 18 x 8.5
Tires: ....Avon
Brakes: ......Performance Machine
Photos: ....John Wycoff

TRUE OLD-SCHOOL VALUES

DOG HOUSE SCOOTER WORKS



When asked how he picked the named for his Gainesville, Texas, custom shop, Donovan Clark laughs and says, "Man, if you had been with me for the last 10 years, you'd know why I call this place the Dog House. Well, it's a matter of ex-wives and pit bulls. We've got both."

Nested in a countryside of rolling green hills and trees, Gainesville (population 21,000), is not to be confused with the University of Florida city. Instead of ocean they've got the Red River flowing nearby and any degrees they hand out could be advanced, depending on the ignition of the flathead, pan, shovel, and Evo motors they're working on.

You could also say the cost of education is a lot less than your average big city "custom school." Says Donovan about the customer-friendly shop rates, "We build old-school bikes at old-school prices." Sounds good to us.

When we caught up him he was wrenching on his own new ride. "We're cutting my frame right now. It started out as '94 Springer Softail and we're taking it up 10 and 6 out." The bike was up on one of their six work stations busy with several other works in progress, every thing from a new HR3 Nemesis kit bike from the Custom Chrome catalog that's getting a frame mod and new fenders to a vintage Honda 750 chopper. That's not counting all kinds of regular servicing going on for customers that come from as far as Dallas to get the Dog House customer treatment.

"When a customer comes in we all work together to make the prettiest bike we all can come up with," Donovan says. The crew consists of Donovan, plus Buck Heath, the shop's fabricator who back in the day built some pretty nice bikes in California, then retired and moved to Gainesville to hang out with Donovan and got unretired, putting his many years of experience to good use.

"Ed Mills, is one of our top-notch mechanics,who we stole away from American IronHorse. Then I got my homeboy Javier Provinceo. He's parts/comic relief," Donovan says. "Plus we got Greg Hughes doing our custom paint."

Asked how he picked the shop's location, Donovan explains, "It just kind of came to me one day. I had been working on cars and at Harley dealerships, then a family friend heard about a building for lease. I had always wanted to open my own shop, so the next thing I knew I quit my job and moved in up here and been here ever since. It was just a big empty

Photos: Donovan Clark

building, an old machine shop, and we had to build the office, the parts room, the showroom and paint the floors. Now we're building out another 16-x-43-foot extension for our new service area so we can have more room for fabrication."

While the shop is pure old-school customs, they also do classic restorations, offer full service and also carry a full range of aftermarket products. "We're an old-school shop and so we don't have a lot of T-shirts and trinkets. All we do is work," Donovan says.

By the way the shop "truck" is a 1973 Cadillac hearse. And about those pit bulls, Donovan also breeds and sells them, including beautiful black and white grand champions. Obviously security is not a problem. Nor is finding the kind of old-school customer relations that makes Dog House Scooter Works a shop with a special pedigree of its own.

—Paul Garson

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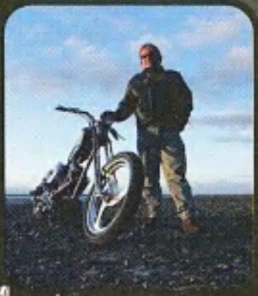

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3/12-3/14 Open
3/20-3/21 Charlotte Honda/Yamaha - Charlotte, NC
3/27 Specialty Motorsports - Bluffton, SC
4/2-4/4 East Side Harley-Davidson - Bellevue, WA
4/9-4/11 Open
4/16-4/18 Cycle Center - Fremont, CA
4/22-4/24 Laughlin River Run - Laughlin, NV
4/29-5/2 River City Bikefest - San Antonio, TX
5/7-5/9 Mahrle Harley-Davidson - Battlecreek, MI
5/12-5/15 Bike Week - Myrtle Beach, SC
5/21-5/23 Brian's Harley-Davidson - Langhorne, PA
5/28-5/30 Bridging the Gap - Myrtle Beach, SC
6/4-6/5 Doc's Harley-Davidson - Kirkwood, MO
6/12-6/13 Gutteridge Harley-Davidson - Danville, IL
6/16-6/19 Laconia Bike Week - Laconia, NH
6/22 Harv's Harley-Davidson - Macedon, NY
6/25 Big River Rally - Ft. Madison, IA
6/26 J&P Cycle - Anamosa, IA
7/2-7/4 Ernie Williams Harley-Davidson - Algona, IA
7/10-7/11 Gengras Harley-Davidson - E. Hartford, CT
7/16-7/18 Competition Accessories - Springfield, OH
7/23-7/25 Bikefest - Carlisle, PA
7/29-7/31 Honda Homecoming - Marysville, OH
8/6-8/8 MidAmerica Moto Plex - Sioux Falls, SC
8/11-8/14 Full Throttle Saloon - Sturgis, SD
8/20-8/22 Matthew's Funmachine - Matthew NC
8/27-8/29 Hals Harley-Davidson - New Berlyn, WI
9/2-9/5 Abate of MN State Rally - Meeker Fairgrounds Litchfield, MN
9/9-9/12 Loess Hills Rally - Council Bluff, IA
9/17-9/19 H-D of San Jose - San Jose, CA
9/22-9/26 H-D of Reno - Reno, NV
9/29-10/2 Bikes, Blues & BBQ - Fayetteville, AR
10/8-10/10 Rio Grand Valley H-D, Pharr, TX
10/16 Jim's Harley-Davidson - St. Petersburg, FL
10/21-10/23 Biketoberfest - Daytona Beach, FL
10/29-11/1 Open
11/6 Stone Mountain H-D - Lilburn, GA
11/13-11/14 Bike Fest - Okeechobee, FL
11/19-11/21 Open
11/25-11/28 Happy Thanksgiving
12/3-12/5 Open
12/10-12/12 Open
12/17-12/19 Open
12/24-12/26 Merry Christmas
12/31 Happy New Year
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WIN THIS BIKE!

Your dream bike is finished! At long last, after the countless fabulous stories you have read here in the pages of *Easyriders*, all the facts, figures, specs and stats, we have (drum roll please) the 2004 J&P Cycles/*Easyriders* Build-A-Bike! Yeah, we know, it's a real tear-jerker, but with all the build-up we're finally here, for the last time, to tell you that this is the bike we're giving away…and it could be YOURS!

Accordingly, you'll not be hearing any more from us about why you should enter to win, nor that the deadline is upon us. Certainly there will cease to be any mention of J&P giving away such a cool bike built by Custom Chrome's Ford Stell from exciting start to hair-raising finish. Nope. We're done with all that. Why? Well, it's damn near time to get this sled into someone's garage, and if you haven't entered yet, A) shame on you and B) hurry up and enter! Hmm, looks like one gratuitous plea crept in there, but we should have it in check now.

It has been an exciting ride though, from the beginning where we not only had a bike to build, but our good friends at J&P Cycles were also celebrating their 25th anniversary. Is it Karma? Maybe.

With J&P Cycles giving away a Custom Chrome HR3 Goliath Kit Bike, CCI took the reins assigning their very own Ford Stell to assemble the beast, readying it for a battery of intense behind-the-scenes articles. He persevered somehow and finally, after so many months of brutal excitement, it seems surreal to finally have arrived.

Now all we need is you. You remember why, and you remember the reasons, you remember the fantasies you had about jealous friends, envious onlookers and how many beers you'd win after cashing in your friends' bets, proving that someone out there had to win.

Sure, all of this is clear and present in your mind and there's not been a day gone by where you haven't held out your hands and pretended to be riding on your new bike. Come on, we know you did. So therefore, we can now sit back and relax; we can now watch as the lucky winner, you know, YOU (wherever you are...) takes the key and leaves us in a thick cloud of tire smoke. And we'll rejoice and relish the time we'll have before we do this all again.

Check out the J&P Cycles ad in this issue and enter to win the J&P Cycles/*Easyriders* Build-a-Bike. You can't win if you don't enter. You have been warned. Enter now and you could be riding this dazzling blue bike in nothing flat. —*Wordman*

J&P
CYCLES
asyriders

Owner: ....Could be YOU!
City: ....Anywhere, USA
Designer: ....Custom Chrome

General

Fabrication: CCI
Year: 2004
Model: ....Goliath
Assembly: ....Ford Stell
Time:...............................2 months
Chroming: CCI

Engine

Year: 2004
Model: ....RevTech
Rebuilder: ....RevTech
Ignition: ....RevTech
Displacement: ....110 cubic inches
Lower end: ....RevTech
Balancing: ....RevTech
Pistons: ....RevTech
Heads: ....RevTech
Cam: ....RevTech
Lifters: ....RevTech
Carb(s): ....Mikuni
Air Cleaner: ....RevTech
Pipes: ....RevTech

Transmission

Year: ....RevTech
Shifting: ....foot

Painting

Painter: CCI
Color: ....blue with flames
Type: ....House of Kolor

Frame

Year: 2004
Builder: ....Santee
Type: ....hidden-shock
Rake: 38-degrees
Shocks: CCI

Accessories

Bars: CCI
Handlebar controls: CCI
Fender(s): CCI
Headlight: CCI
Taillight: CCI
Speedo: ....VDO
Pegs: CCI
Electrics: CCI
Gas tank: CCI
Oil Tank: CCI
Oil system: CCI
Primary cover: CCI
Seat: CCI
Mirrors: CCI
Grips: CCI

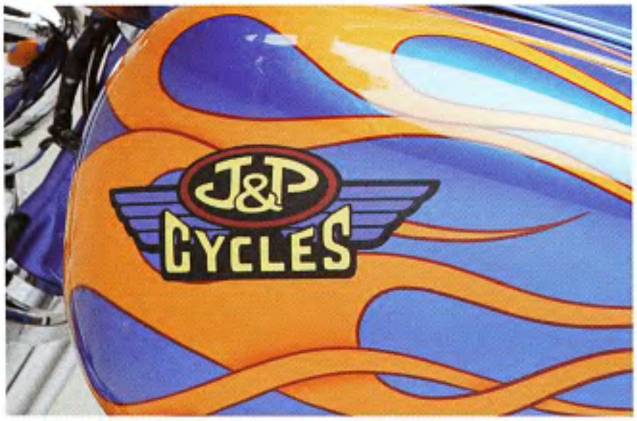
Forks

Type: CCI
Extension: ....4 over
Builder: CCI

Wheels

Size: ......21-inch front/18-inch rear
Hub: CCI
Tires: ....Avon
Brakes: ....RevTech
Photos: ....Pam Proctor

J&P
CYCLES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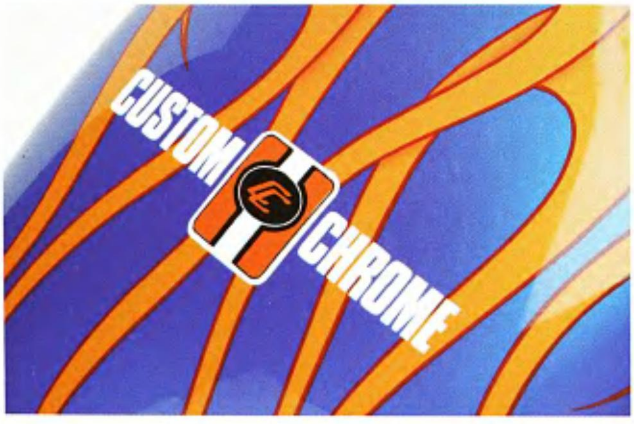
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Winner will be selected by random drawing from all entries received, and validated by Wood Business Solutions whose decisions will be final. Prize winner will be notified by mail within 90 days of the closing date and must acknowledge notification within 30 days, or the prize will be forfeited and an alternate winner selected. In the event that the prize is not claimed, which can happen, a random drawing will be held from among all entries received to award unclaimed prize. **THE ODDS OF WINNING DEPEND ON THE TOTAL NUMBER OF ELIGIBLE ENTRIES RECEIVED AND ARE NOT IMPROVED BY SUBSCRIPTION PURCHASE.**

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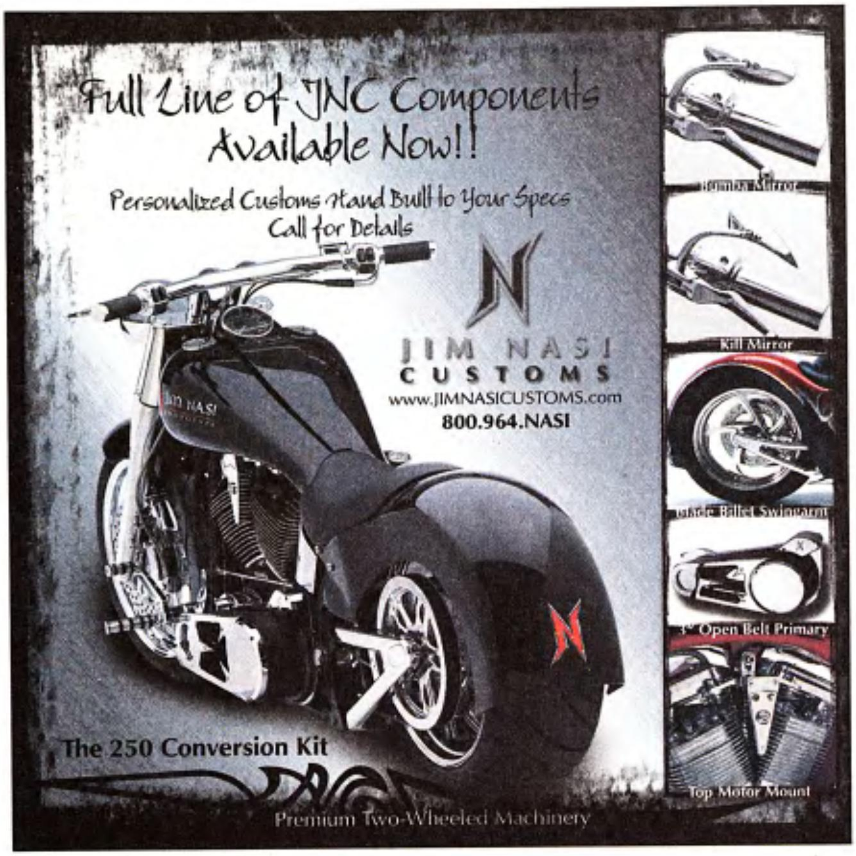

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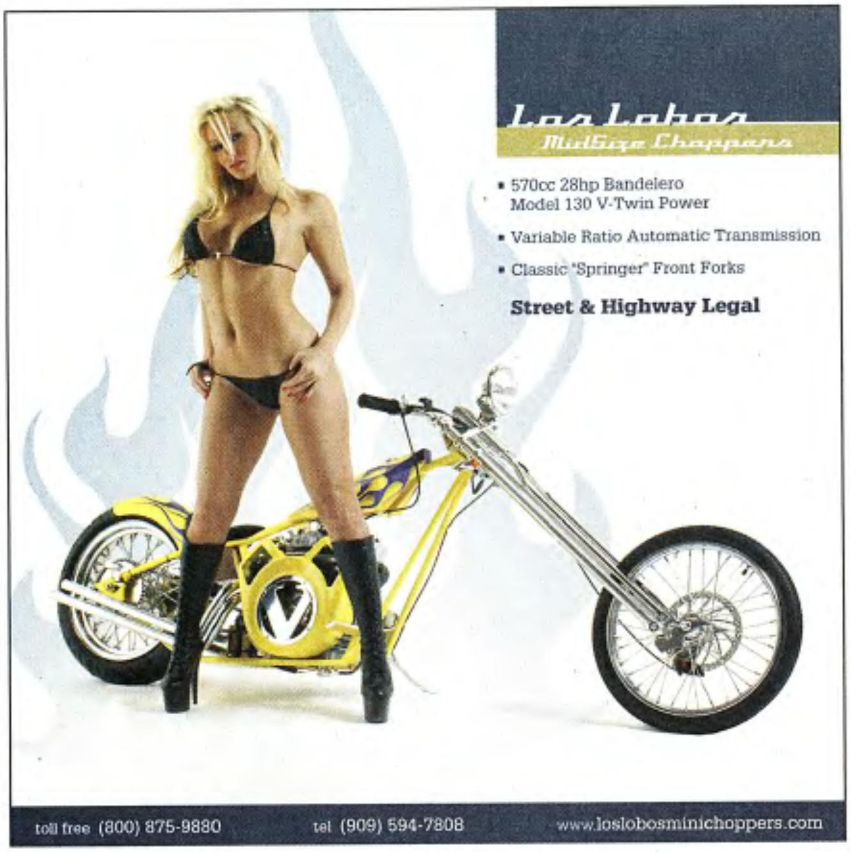

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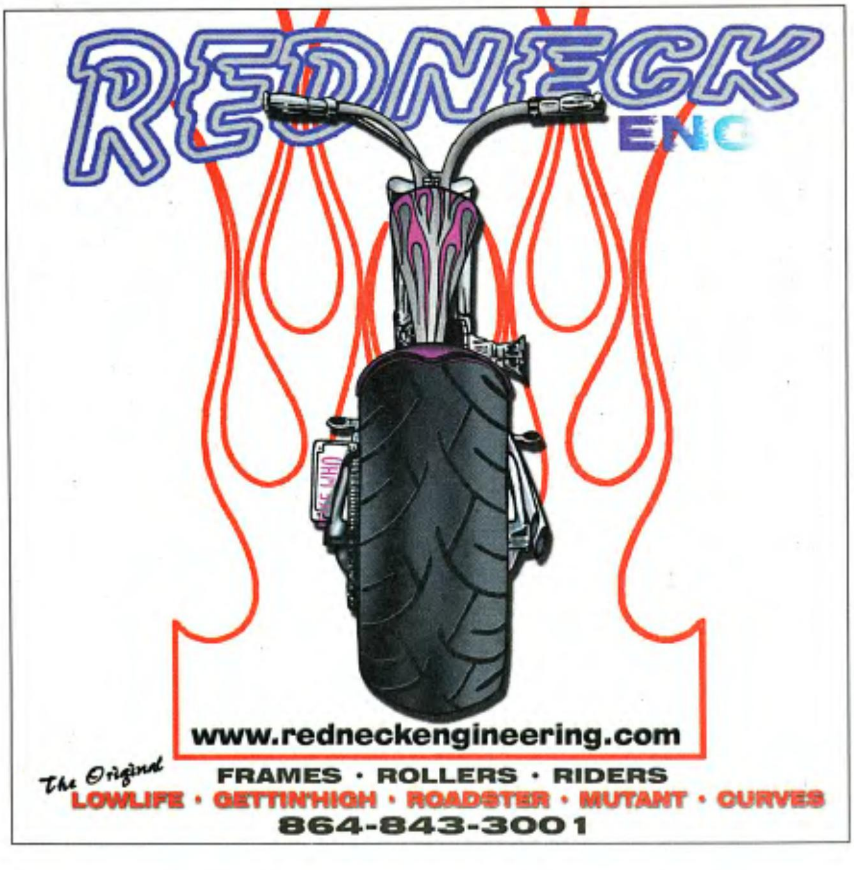

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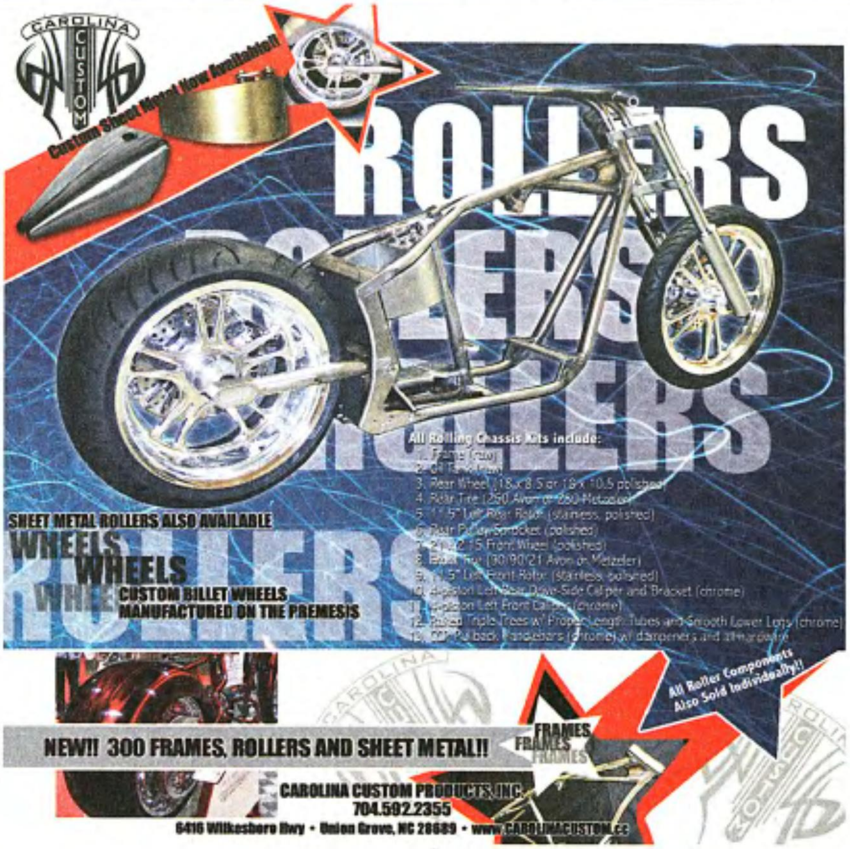
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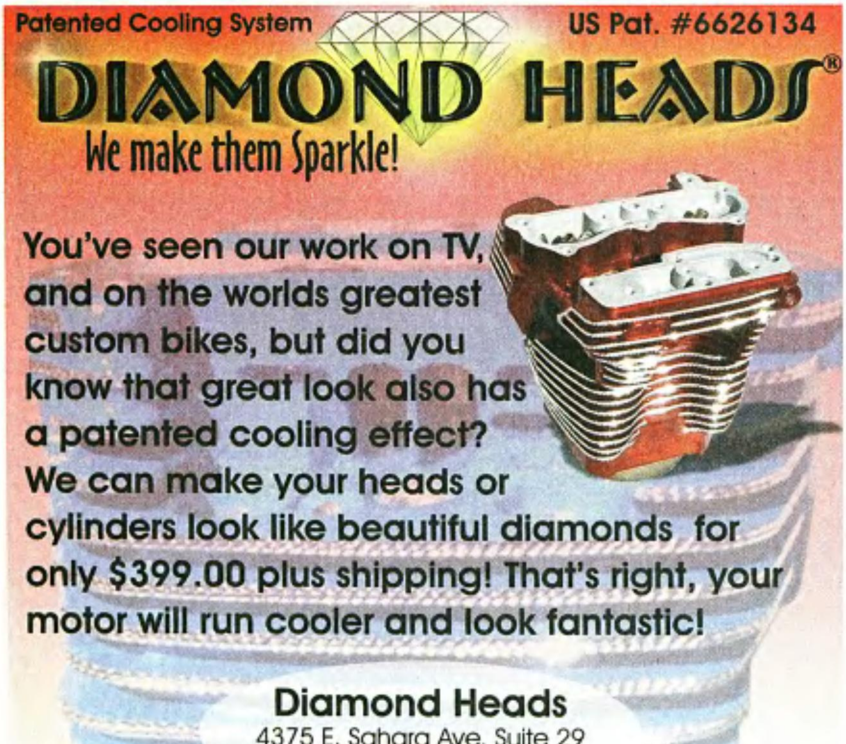
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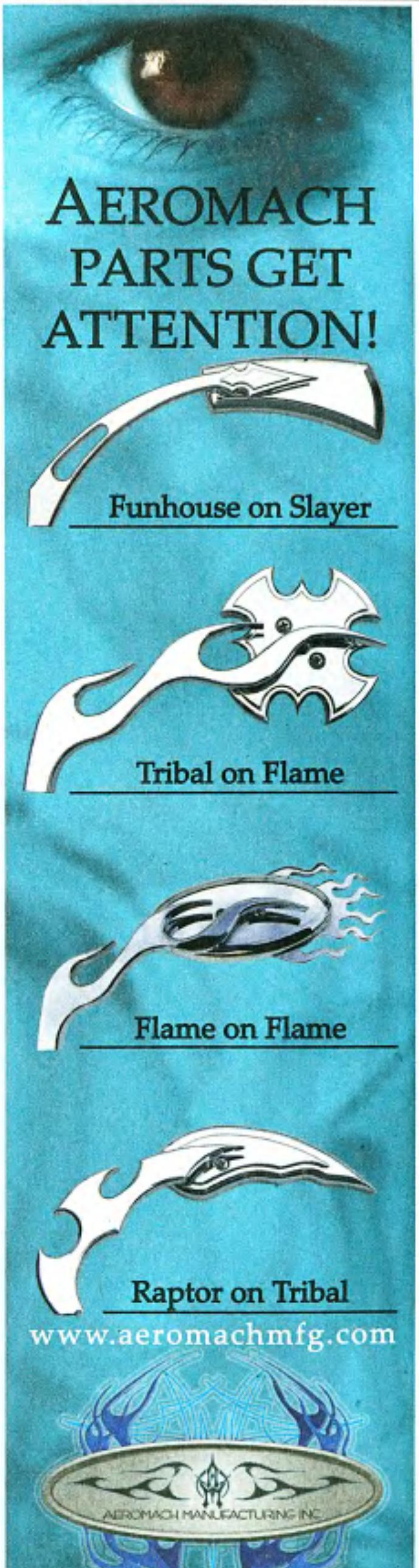
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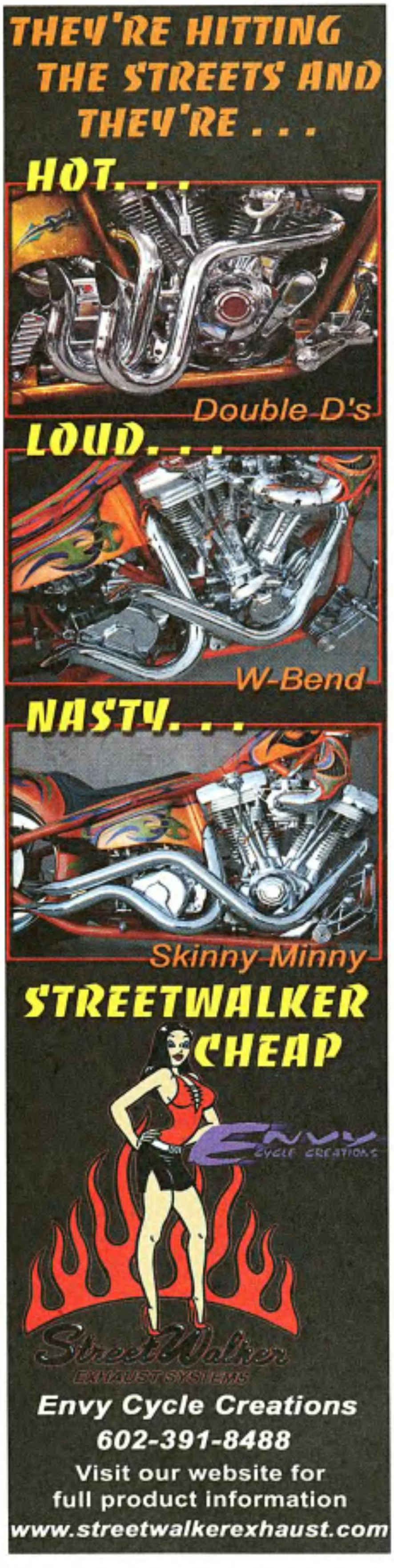

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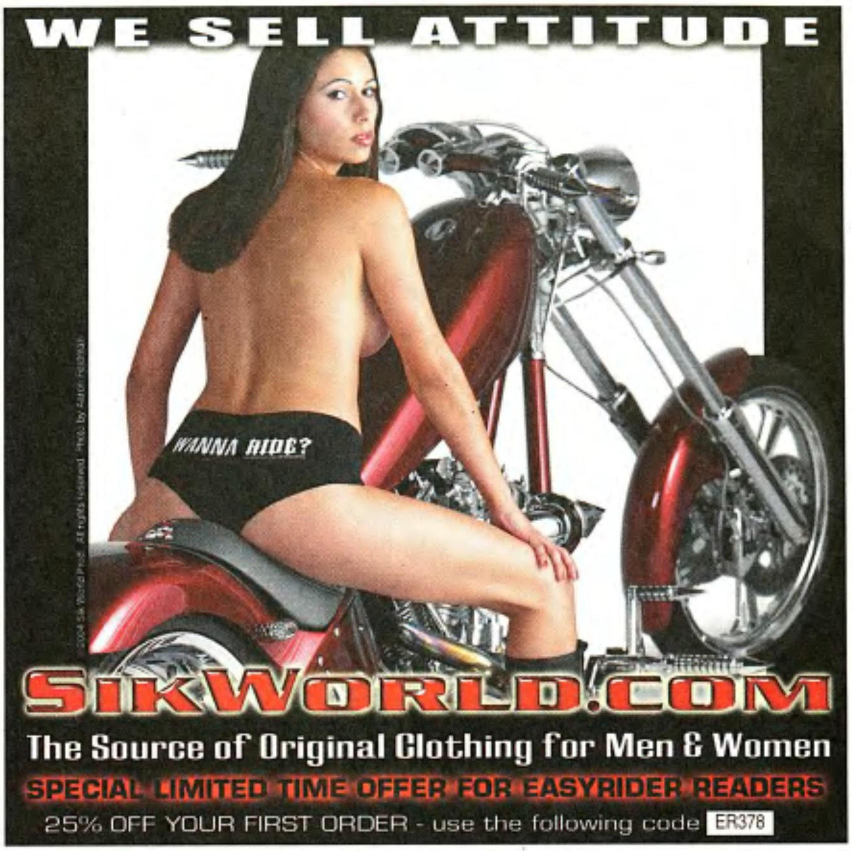

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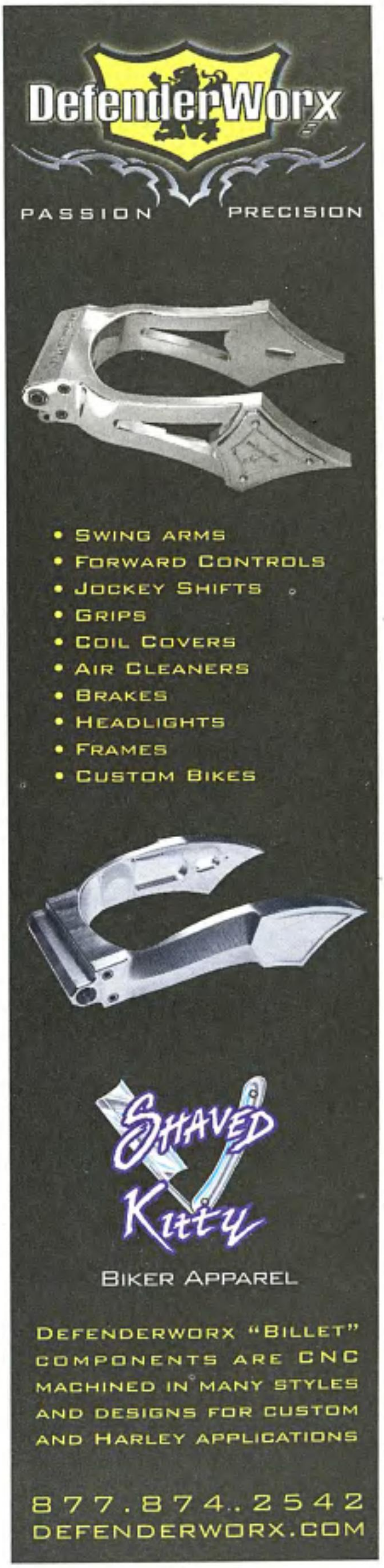

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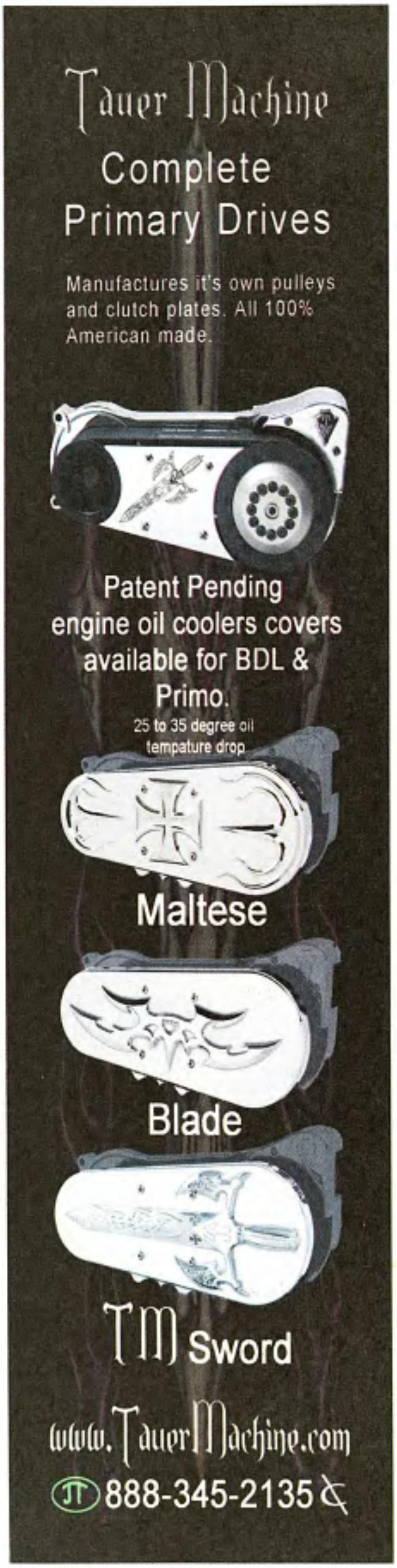
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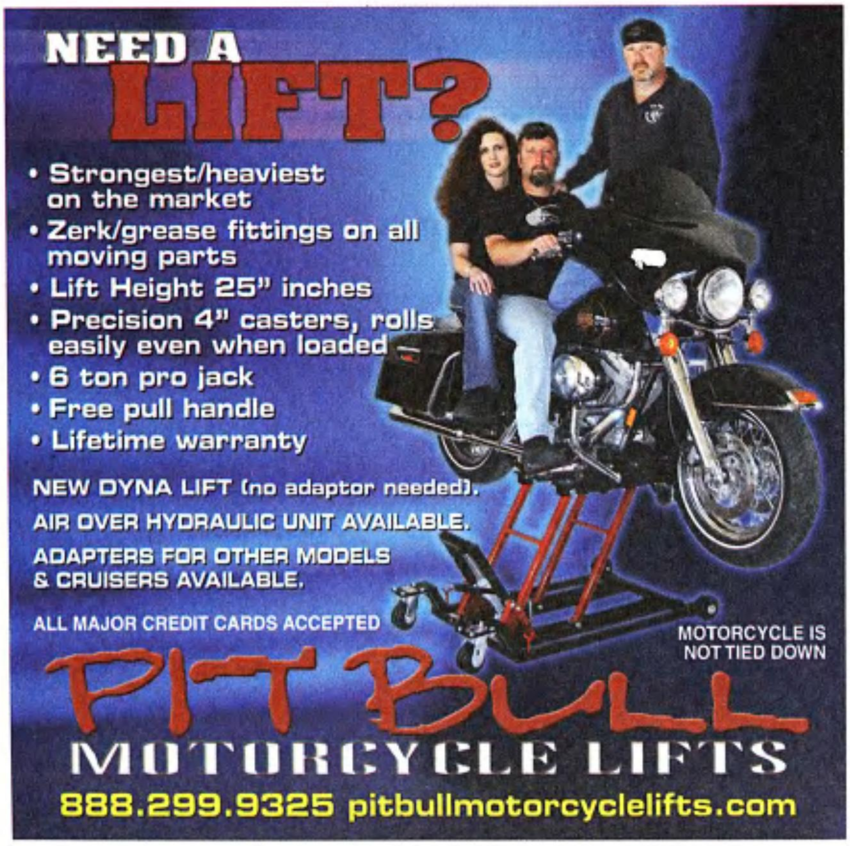
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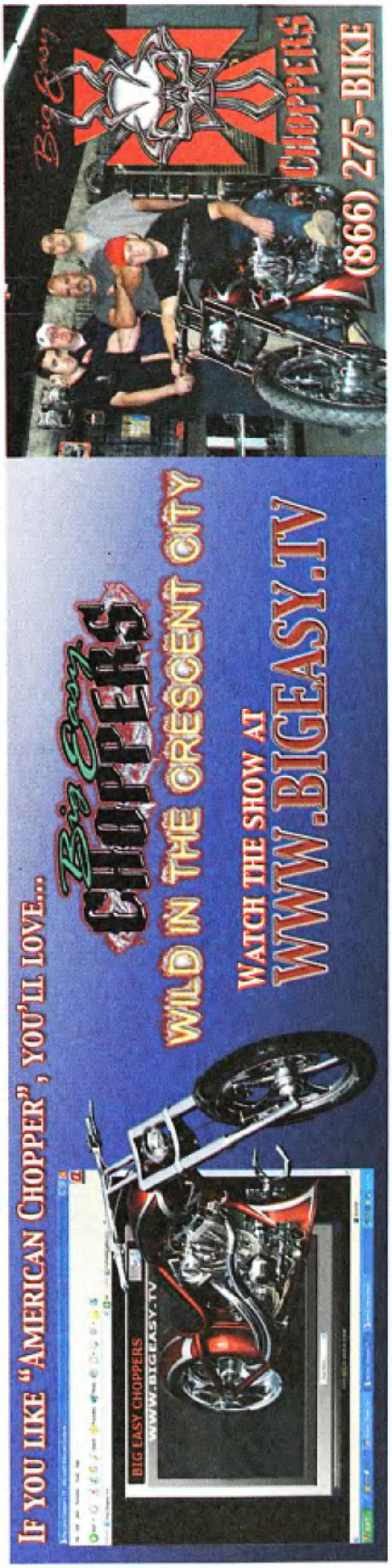
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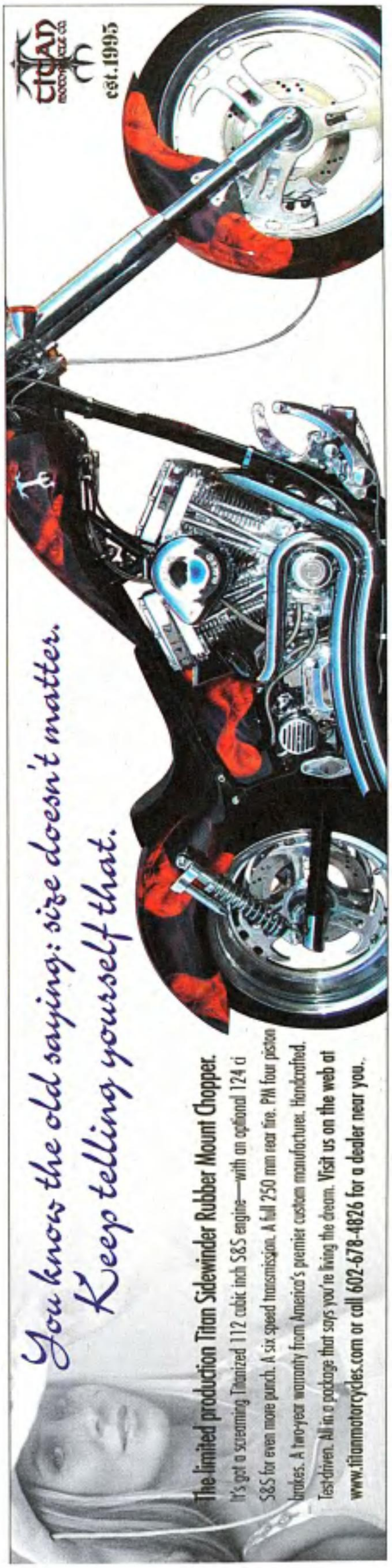
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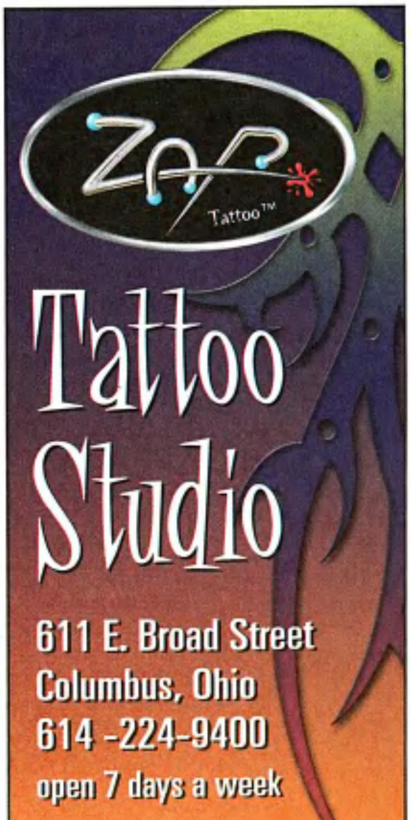

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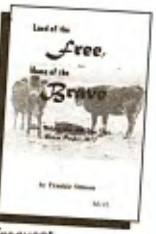

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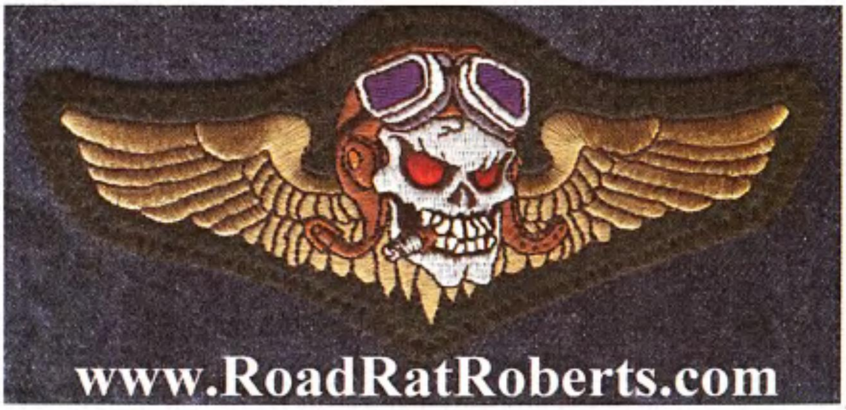

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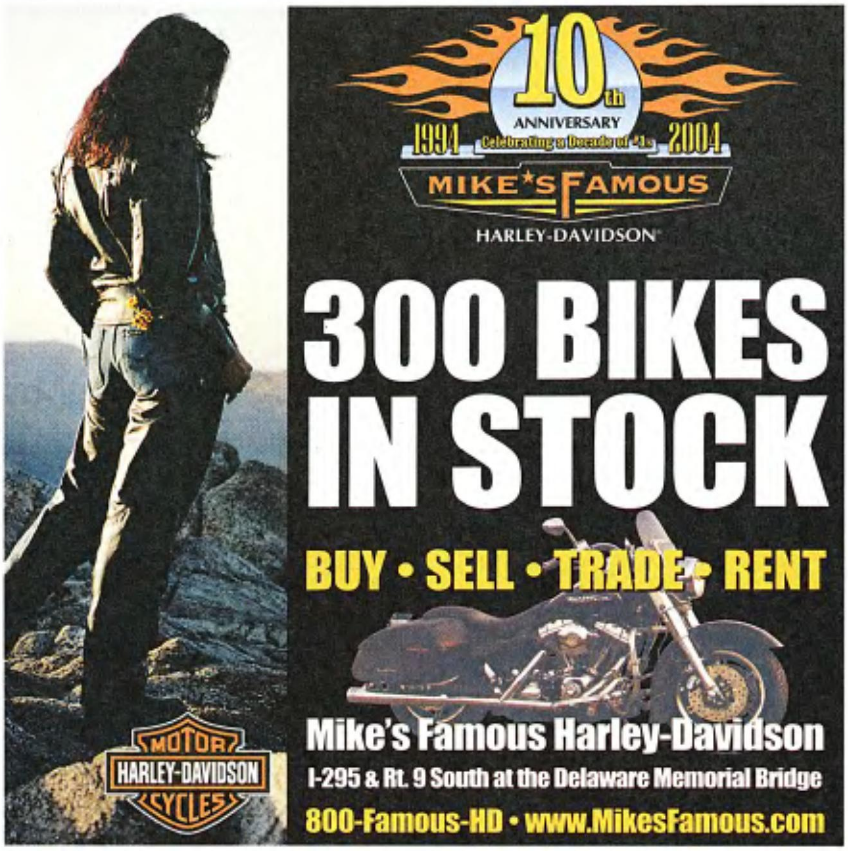
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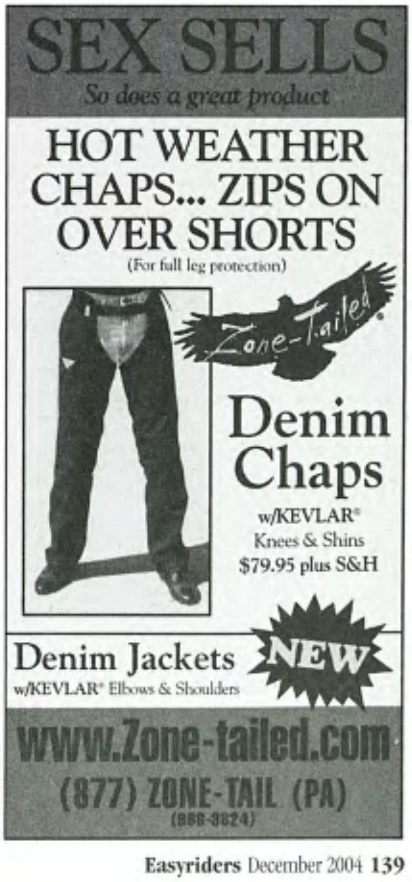
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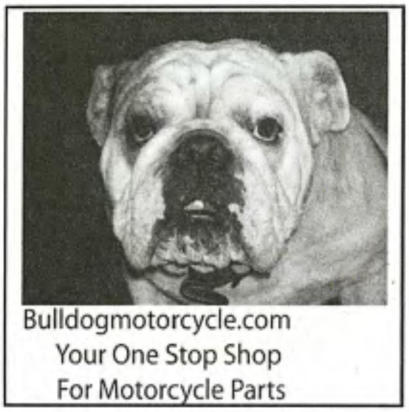

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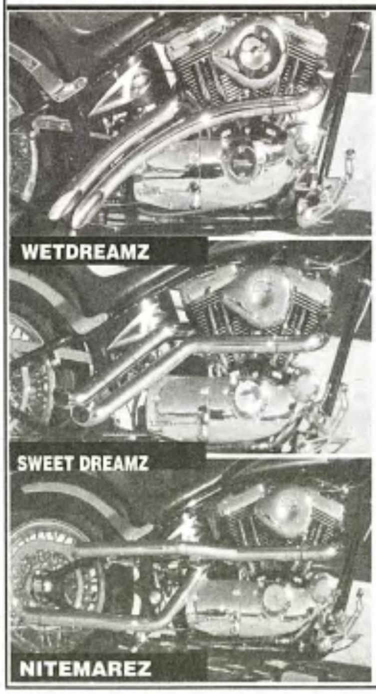

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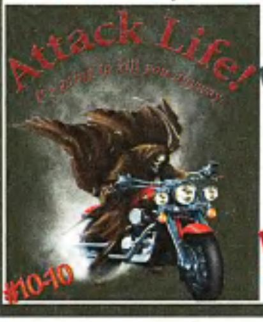

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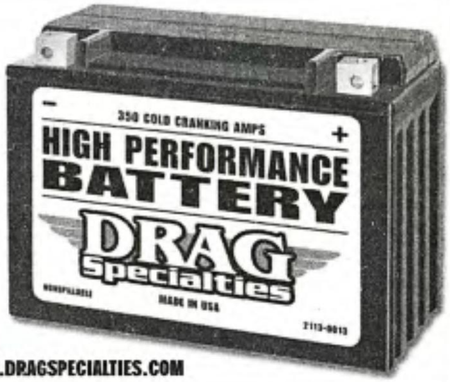

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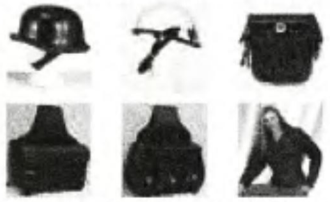

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TOPLESS TUNEUP
What A Way To Work

Over the years we've received a lot of material that is purported to help the average yokel understand and perform maintenance on their ride; some of it is in the form of books, some is in video format. On average the stuff is pretty good, it explains oil changing, spark plug install and so on. So, when a company named Media Nine called and said that they had a new video out on Harley maintenance and that we really needed to look at it, we gave them our standard, "Send it over, we'll check it out."

Two days later the Fed-X man delivered us an outwardly very plain looking envelope; ah, but what popped out was a copy of the video: *Topless Tuneup for the Harley-Davidson Fat Boy*. Now, this is the most bizarre how-to piece we have ever seen; it ain't no Bob Vila, Craftsmen tool infomercial. No, instead you get Andy MacDonald, who is a well-respected technical author and two well endowed assistants, Mona and Stephanie, showing what's required for basic maintenance on a Twin Cam Fat Boy. It's like an adult version of what went on in your local high school auto shop class.

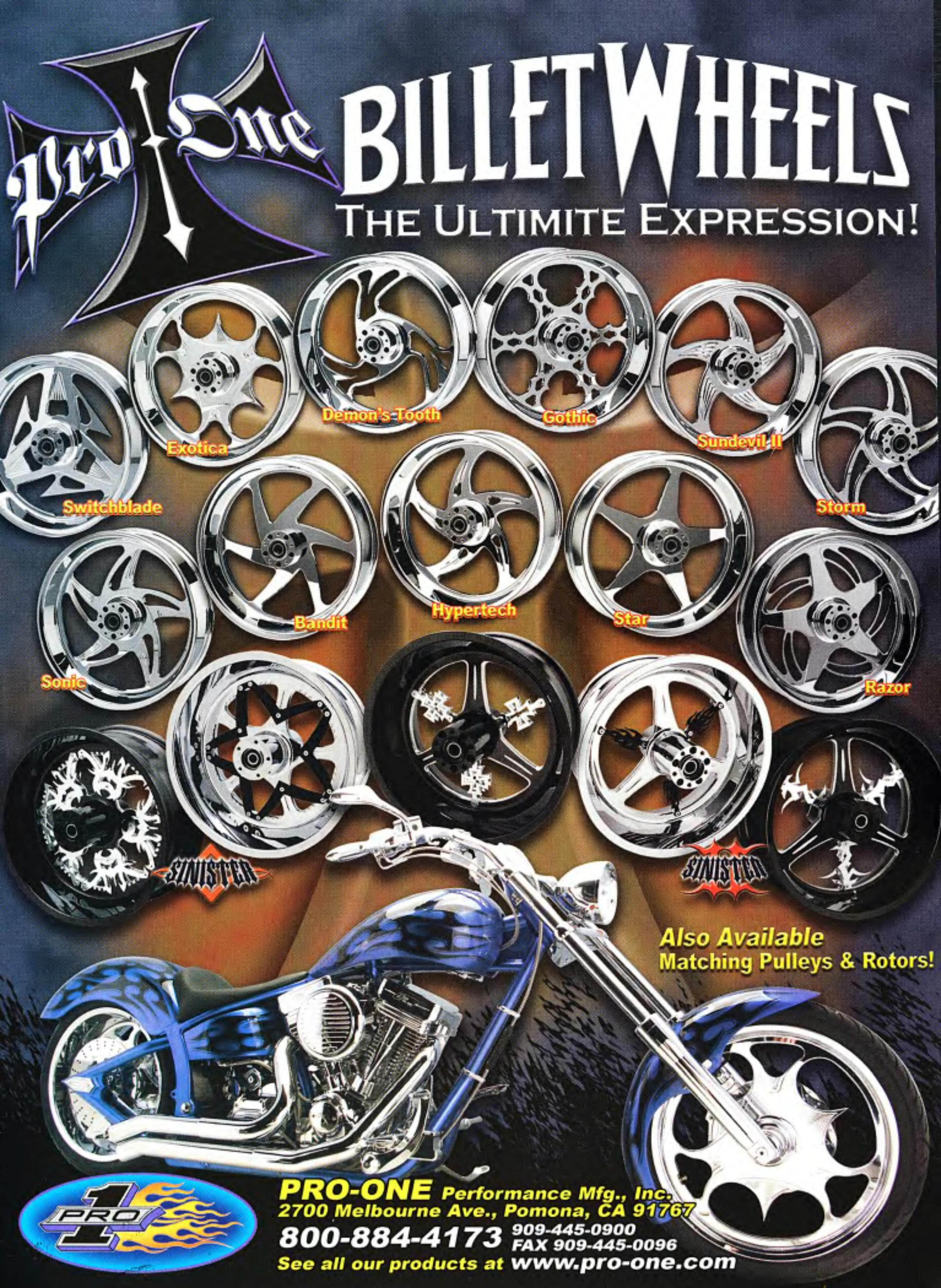
Andy does his best to explain to the lovely ladies and the viewer just what tools and procedures are needed to service the bike's primary, change the engine and trans oils and do an ignition tune-up. He knows his stuff and does a creditable job that includes more than a few tech tips that can only come from experience. So, where do the chicks fit in? Well they're not only absorbing Andy's knowledge, but like the class-clowns in auto shop, they periodically display their own wares and also show a good deal of experience. A-hem.

Mona even finds the perfect place to store loose hardware, so you won't lose it. The ladies are the perfect foil for what could otherwise be a boring video classroom. One can only imagine what it would be like to be unscrewing a spark plug while a buxom babe rubs her tits on the back of your head, which gives us an idea for next Saturday.

We found Topless Tuneup to be not only informative, but greatly entertaining as well. Although it shows the work being performed on a Twin Cam Fat Boy, all of Andy's material is valid for most late-model big twins and the ladies material is pertinent to all of us. It is available for $34.95 plus $2 shipping and handling from: Media Nine, 2114 South 4th Avenue, Suite #2, Tucson, AZ 85713, phone 520-882-7330. You can also check it out online at www.toplesstuneup.com.

—Bugle

Photos: provided by Topless Tune-up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EASYRIDERS' WHEEL GUIDE

There have never been more amazing wheel designs in custom bike history than there are available for you today. From spider web and spade designs, to classic 3- and 5-spoke patterns, to wheels that look like they could gut ya, aftermarket wheels come in every shape and size imaginable. Don't believe us? Check out the following collection of creative wheels.

Arlen Ness' new Ness-Tech Evil Seven wheels feature cool-looking scalloped spokes with smooth radius-style hubs. The rim has a semi-flat contour with a precision radius at the area where the spokes and rim intersect. They are available in sizes from 16-inch to 21-inch sizes, up to 10.5 inches wide. They are precision-machined from 1-piece 6061-T6-aluminum forging. Available in polished or chrome finish Evil Seven wheel assemblies, like all Ness-Tech wheels, include hubs, wheel bearings, properly sized bearing center spacer, races, seals and necessary hardware. Matching belt pulleys and brake rotors are also available. Arlen Ness can build almost any custom application, please call their sales staff for assistance.

For more information call 925-479-6350 or visit www.arlenness.com.

Eurocomponents' 1-piece cast aluminum wheels are available in three different styles: 3-spoke, 5-spoke, and 3-spoke-cut. Front wheels are available in 21-x-2.75-inch and 18-x-4-inch sizes. Rear offset-spoke wheels come in sizes 18-x-10.5-inch (for 280 or 300 tires), 18-x-9-inch (for 240 or 250 tires). Eurocomponents says these colossal wheels are nonetheless very light, thanks to an innovative manufacturing process. Pulleys and rotors are available in matching designs. Wheels are available with your choice of single flange or dual flange in polished or black powdercoat finishes.

For more information call 386-274-5729 or visit www.eurocomponentsusa.com.

Egotripp-Counts: How does a radical custom shop like Counts hook up with an equally ride-the-edge wheel manufacturer? Easy: fate, timing, and pressure—just like any other bike build. Counts usually went for a traditional spoke look and had little need for Egotripp's 47 billet patterns and custom capabilities. The Counts-Egotripp connection was forged when Egotripp's Greg Hoeve met the Counts boys at the '02 Las Vegas BikeFest. Counts' sudden need last year for a wild, custom wheel and accessories for the Ozzie Presentation bike meant a Monday morning call to Egotripp. By Thursday, the custom set was on its way to Counts, and the deadline was conquered.

For more information call 800-741-1814 or visit www.egotripp.com.

Harley-Davidson Genuine Motor Accessories' new chrome 9-spoke cast wheels are now available to fit Softail models. Though similar in style to the original equipment cast-aluminum wheels used on many Harley touring models, these wheels utilize new tooling developed specifically for chrome plating. The result is a near-perfect finish without the "waves" created when trying to

polish the OE cast wheels. The rib on the OE wheel was also removed to create a smooth spoke finish. Special masking was developed to prevent plating corrosion inside bolt holes and bearing sleeve areas. They are available in 16-inch sizes for front and rear applications, for 2000-up Softail models.

For more information call 800-443-2153 or visit www.harley-davidson.com.

Performance Machine's El Dorado and Roulette wheels. Performance Machine's in-house designer recently came up with a couple of new wheel designs you can see here. First off the drawing board is the multifaceted Roulette. Each of the 10 sinuously hexagon-shaped spokes emerges from the hub and split, creating 20 curving talons that blend

back into the rim. The PM El Dorado takes a completely different approach and allows the hub to fan out in a shocking display of machined aluminum detail. From there the 14 spokes writhe towards the rim and are accented by PM's unique speed dots. Already in production, the El Dorado and Roulette are available in both Chrome and polished finish.

For more information call 714-523-3000 or visit www.performancemachine.com.

Xtreme Machine is dedicated to designing what they feel are the hottest custom motorcycle rims on the market. The Legend wheel was designed to bring back a flavor of the old-school style, with a more contemporary feel, using some of the latest machining techniques. All Xtreme Machine wheels are offered in your choice of chrome, black anodized or polished finishes and matching pulleys and rotors are also available.

For more information call 217-291-0200 or visit www.xtrememachineusa.com.

American Wire Wheel now offers beefy, 40-spoke radial-laced wheels, recently added to their growing line of aftermarket wheels and related accessories for American V-twin applications.

This new wheel features OEM specs, chrome-plated steel rims, billet aluminum hubs, and 40 massive 3/8-inch-diameter chrome steel spokes. This wheel is available in a variety of sizes to fit most late-model ('84 and newer) Harley-Davidsons including the V-Rod and other American V-twin motorcycles, as well as 21-x-3-inch for the Metzeler ME880 120/70V21 front tire. Tested above and beyond any real-world stresses, a rider can comfortably go down the road with the peace of mind that comes with more than 87 years experience building the highest quality wire spoke wheels.

For more information call 937-438-0100 or visit www.americanwire.com.

Big Bear Choppers' Spade and Web wheels have such an innovative style that people might think they're one-offs. That's to your advantage! This is one of the most creative wheel sets on the market today. BBC's wheels are 100% made in the USA from American materials and are CNC machined from 1-piece aluminum forgings. They're available in sizes 21-x-2.15-inch front and 18-x-8.5-inch rear in chrome or powdercoated finish. All wheels come complete with hub, bearings, oil seals, valve stem and all necessary hardware.

For more information call 909-878-4340 or visit www.bigbearchoppers.com.

Custom Chrome's RevTech line of custom wheels are designed to fit every bike, from mild customs to wild, radical creations. Comprised of 21 exclusive wheel styles in all, the RevTech line includes seven Signature Series wheels developed by the top bike builders in the country. These are available in sizes ranging from stock replacement widths and diameters, all the way up to a massive, 18-x-10.5-inch model, capable of fitting the latest 250-, 280-, and 300-series rear tires. When combined with chrome or polished finishes, and more than 30 possible hub choices, they give you one of the widest ranges of wheels to choose from.

See your Custom Chrome dealer or visit www.customchrome.com.

Deatherage Fabrication wheels are 3-D machined and they now produce a line of high-end custom wheels for motorcycle applications. The manufacturer's radial forged billet wheels come with matching 2-piece, machined brake rotors and forged billet matching pulley. Deatherage Fabrication wheels are available in many sizes to fit your custom project bike or OEM replacement.

Also offered is a single-sided rotor and pulley, or rotor and sprocket set that's designed to dramatically clean up the rear wheel area on custom bikes. Complementing their rotor and sprocket combo, Deatherage also has a trick, adjustable rear brake caliper bracket.

For more information call 408-605-6353 or visit www.deatheragefabrication.com.

Black Bike always strives to reinvent the wheel and is dedicated to bringing their customers just what they fancy. Whether you want chrome, anodizing, powdercoat, gold plating or any combination of finishes, Black Bike will build the wheel your custom bike deserves.

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spoke 18-x-5.5-inch rear wheel with a 180-series tire that bolts right on to the Harley-Davidson Deuce. They also make wheels for the V-Rod that accept a 200 tire with no modification to the bike.

For more info call 818-341-2550.

Hallcraft's Industries can make any wheel you fancy. They take pride in being a leader and innovator in custom motorcycle wire wheels. They can assemble wheels in many sizes and styles to fit the needs of the most demanding builders. Pictured here is the custom wheel built for Mikey's bike at Orange County Choppers as seen on the Discovery Channel's *American Chopper* cable show. It's an 18-x-8.5-inch rim with 80, 6-gauge, 24-karat gold-plated spokes and nipples, mounted in a radial-laced pattern. The rim and hub were chrome plated and then powder-coated with blue translucent paint prior to assembly. Texefx hand-painted the blues legends art and the design was finally clear powdercoated.

Hallcraft's can gold plate or powder-coat any color and custom paint to match the customers' theme. All Hall-craft's wheels are guaranteed-tubeless and feature their exclusive internal bal-ancing system developed by Balance Masters. Wheels are available in all sizes in 40-, 46-, 80- and 100-spoke configura-tions in either a cross-laced pattern or radial-laced pattern.

For more information call 940-668-0771 or visit, www.hallcrafts.com.

Covingtons Cycle City (top right) is in the process of completing their new Eliminator series of billet wheel designs for 2005. The Razor pictured here is one of the many new customs wheels they are creating. Covingtons Cycle City is regularly updating their Web site with many new products, including several more new wheel designs.

For more information call 580-256-2939 or visit www.covingtonscyclecity.com.

Choppers Unlimited likes their wheels fat and affordable. Fat's really where it's at, says Choppers Unlimited about their latest spoked wheel. The massive wheel uses a 7-inch hub that anchors the 18-x-10 1/2-inch rim with 80 cross-laced spokes. The wheel is finished in powdercoat or chrome or a combination of both. An old-school wire setup meets 21st-century radical in this wheel that's delivered as is or with a tire. The set is designed to accept Chopper Unlimited's drive-side brake setup.

For more information call 910-938-3375 or visit www.choppersunlimited.com.

RC Components new wheel designs pack a serious punch. This year the company introduced three new wheel designs, including the Venom, shown here.

With its 5-spoke, nondirectional design, the Venom is meant to look stylish. RC Components says that the Venom is the wheel of choice whether you want a clean, smooth look for your custom or just want to add some elegance to your stocker. The Venom is available in 15 inches up to a 21-inch diameter and up to 10.5 inches wide, for those building a 300-series rear tire.

For more information call 270-842-6000 or visit www.rccomponents.com.

FTM/Excel's new front and rear 60H wheel sets come with a chrome billet hub, chrome steel rim and chrome high-carbon steel spokes and nipples; they are laced and trued. The chrome billet hub has a hidden-spoke head design. It also features patented modular carrier-ring adaptors that fit Excel's Universal wheels to your Harley. Size available: 16 x 6.00, 3.50; 18 x 5.50, 4.25 and 3.50; 19 x 2.15; 21 x 2.15. Each brilliant chrome steel Excel manufactured rim, and each wheel, includes Excel's new double row bearings, center crush spacer and fasteners. Front and rear carrier kits include all necessary brake rotor(s) and drive carrier adapters.

Call 760-732-3161 or visit www.ftmbiz.com

Pro-One's Sinister wheels now come with interchangeable blades. In their continuing effort to offer one of the wildest ranges of custom motorcycle wheels on the market, Pro-One recently introduced new interchangeable blade designs to adorn their Sinister II line of rims. Manufactured to Pro-One's high standards for quality, performance, finish and fit, these new bolt-on blades come in various designs dubbed Fire, Iron Cross and Intense. Pro-One says this brings the total number of blade styles to nine. Sinister II wheels feature a forged, 3-spoke pattern, the Series I is a 5-spoke design, accented by three sets of interchangeable blades. Sinister II rims can be ordered in a variety of sizes for front and rear applications and come polished, chrome plated or finished in various color combinations.

For more information call 800-884-8473 or visit www.pro-one.com.

Fat Daddy 50-spoke radially laced wheels are manufactured exclusively for Drag Specialties by Road Wings Design. These new wheels feature radially laced (straight) 3/8-inch polished stainless steel spokes with custom nipples, billet chromed aluminum custom hubs and polished chrome steel rims. Bearings, seals and center spacer are included but

not installed, allowing you to set the endplay to your specifications and use your preferred wheel bearing grease.

For more information, see your local Drag Specialties dealer or visit www.dragspecialties.com.

Carolina Custom recently introduced their new Revenge wheel design to the world of biking. The Revenge wheel is available in 18-x-8.5-inch or 18-x-10.5-inch versions. It comes in your choice of chrome or polish finishes. All Carolina Custom wheels are made in the USA at the company's manufacturing facility in Union Grove, North Carolina. You can view Carolina Custom's whole product line comprised of wheels, frames, and tanks on the Web.

For more info, call Carolina Custom at 704-592-2355 or visit www.carolinacustom.com.

Weld Racing is now premiering their Master Builder Program. It features the manufacturer's Pro Series custom motorcycle wheels designed by five of the country's top custom bike builders. There are cool wheels from Eddie Trotta of Thunder Cycle Designs, Kendall Johnson of Kendall Johnson Customs, Matt Hotch of Hot Match Customs, Kim Suter of KC Creations and Vince Doll of Redneck Engineering.

Vince Doll's wheel, shown here, is called the Redneck. Weld Racing will be working closely with these builders throughout the year in the development and testing of these and other new products that will be integrated to Weld's product line.

Weld Racing Motorcycle's Pro Series wheels also have matching pulleys (chrome or polished) and 1-piece stainless steel polished rotors. The pulleys are available in 65-, and 70-tooth, in both 1 1/8-inch and 1-inch widths.

For more information call 866-753-4289 or visit www.weldracing.com.

Wicked Image (above) recently released the daring new wheel designs, the Midevil shown here, the Nightmare and the Slayer. They come in all popular sizes. The Wicked Image also has matching pulleys and rotors for each one of their wheel models.

Wicked Image also makes mirrors, shift linkages, cable clamps, footpegs, forward controls, and turn signals with similar designs.

For more information, call 909-506-9595 or visit www.wickedimage.com.

Chrome Horse (below) has a large selection of competitively priced custom aluminum wheels for virtually every American V-twin motorcycle application. Each one of the many styles offered in the Chrome Horse line is part of a complete system that carries the original styling of the wheel all the way through with matching belt drive pulleys and CNC machined, and matching stainless steel polished rotors. There are currently seven styles in the Chrome Horse wheel line. You can view them all online.

For more information call 800-325-3914 or visit www.chromehorseproducts.com.

MID-USA's new 5N-Dime chrome-plated, forged aluminum wheels (opposite page top left) made by RC Components offers a modern design with a hot rod flair. The forging process used in producing these wheels provides a strong wheel with a higher tensile strength than a cast wheel. As an added bonus, chrome plating is believed to better adhere to a forged

wheel. Each wheel comes with an installed tubeless valve stem, prelubricated ball-type sealed bearings, bearing center spacer and external wheel seals. Matching pulleys and rotors available from MID-USA.

For more information call 314-351-3733 or visit www.MID-USA.com.

Wheels4Choppers' Maltese line of trademarked wheels is back with improved designs and classic styling. For the Harley-Davidson aftermarket and for custom bikes, these American-made welded steel wheels are available in beautiful, deep chrome or ready-for-powdercoat. Also available are the retro-'70s Invader-style wheels, and the visually striking 3-D Bladerunner (looks awesome when spinning), as well as other innovative designs. The line is low-cost, strong, and designed with modular hubs to fit any bike. Since 1995, Wheels4Choppers has been making everything from stock replacement sizes to the new 18-x-10.5-incher for the 300-series tires.

For more information call 888-447-1408 or visit www.wheels4choppers.com.

Stampede billet wheels are precision CNC-machined guaranteeing absolute accuracy in all wheels. They come complete with factory-set bearing tolerances, seals, chrome hardware and valve stem. Wheels are offered in pressure cast or split and spun. Matching pulleys and rotors are also available. Stampede wheels are available through MC Advantages, a growing customer service-oriented distributor for Stampede products.

For more information call 800-726-9620 or visit www.mcadvantages.com.

GMA Engineering (above) recently unveiled their new W-7 wheel. This wheel has a unique 3-D design like no other billet wheel on the market. The fully CNC machined design matches the GMA brake pulley system and floating rotors. The W-7 is available in various sizes from 18 x 8.5 inches to 21 x 2.15 inches. This chrome-plated wheel comes fully assembled with wheel bearings and valve stem.

For more information call 402-330-5105 or visit www.gmabrakes.com.

Metal Monsters (below) custom wheels feature intricate designs that would be prohibitive to manufacture out of billet, so instead the wheels are pressure cast for a striking 3-D look. Metal Monsters enlisted renowned hot rod designer Chip Foose to design the wheels and now offers its first two models. The 5-spoke Lusso is a classic hot rod wheel designed by Chip, which is now available for motorcycles.

For more information call 562-531-9029 or visit www.metal-monsters.com.

Sharper Wheels takes the high art form of knives and the powerful shapes of motorcycle wheels and blends them to create this very unique, strong and exciting line of wheels. There are seven different knife styles to choose from, and they are available in chrome, polished or anodized red, blue and black, and gunmetal in nearly every size.

For more information call 763-785-9164 or visit www.sharperwheels.com.

Jireh Cycles' Chrome Horse line of CNC-machined aluminum wheels feature a complete wheel system in seven different original designs with matching belt drive pulleys. They are CNC machined with polished stainless steel brake rotors. Wheel sizes for most popular applications from the mid-'80s all the way up to the present.

For more information call 877-681-0448 or visit www.jirehcycles.com.

S100 Gel Wheel Cleaner has a special safe formula detergent to get the grime and brake dust off without damaging your wheels' finish. Available at all Harley dealers.

For more information call 203-488-6569.

Magic Mix Detailing Products require less work, they tell us, to deliver a better shine and protection for aluminum, stainless steel and chrome. You can polish an entire surface, allow it to dry and simply dust it off. What's left is a beautiful shine without the repetitive rub-on, wipe-off exercise required by other polishes.

Magic Mix Aluminum Brightener is a foam cleaner that brightens wheels, engine cases and more. Its thick foaming action leaves a radiant shine with every use, and no residue is left behind.

Magic Mix detailing products are available at bike shops nationwide.

For more information call 800-788-3865 or visit www.valco-cp.com.

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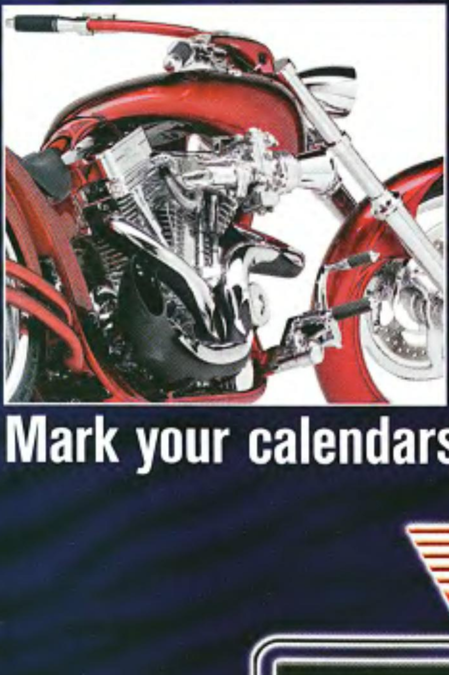

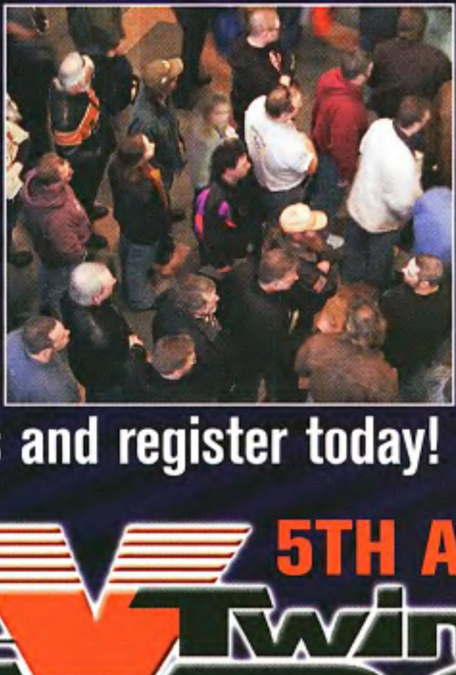

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ReadersRides

Adam Davis
Middlesex, England
2003 Chopper

Adam, or Adz, is a member of the West London Harley Riders and, as such, he's proud to own a piece of machinery from the former colonies. Since we're on a very tight budget here at the rag, and England's so far away, we simply made do with his written words and spared our publisher the huge expense of a transatlantic phone call.

Here then are some photos of what Adz calls "my first chop, which I've just finished." Well, so far so good.

"The frame was raked and stretched by Cobra," he goes into more detail, "all other fabrication was done by Handsome Dave at P&D."

This is the bike Adz rides when he and his buddies head out to have adventures all over the British Isles and even across the English Channel, which, as an aside and for obscure reasons, the Germans like to call the Sleeve Channel. But I digress. "The paint is by Ty Lawyer at Pagent Paint," Adz explains. "The forks are 16 inches over with a 21-inch front wheel. Bars are from Choppers Inc. Tank, fenders, seat, and exhaust are all Handsome Dave's (there he goes again) handiwork."

Anyway, the tank, he writes, "is a stretched late Sportster, the engine's a 1340 with Headquarter's cam. The gearbox is a RevTech 5-speed kicker." Finally, the primary is from NH Power in Germany, according to Adz. —*Tripper*

Photos: Owner

ReadersRides

Dave Julius
Maryville, Illinois
2003 Rigid Custom

Our very own Red Baron got an unexpected—and probably long overdue—stiffy the other day when I showed him Dave's ride here, which he calls his Red Baron Rigid. Apparently, after reading an article in *Easyriders*' October 2001 issue about kit bikes and how some folks want to see a chopper in every driveway, Dave says he knew he'd found his next ride. "Additionally," he says, "I thought the Red Baron might get a kick out of seeing it."

Well, he did, and we had to listen to him all day about how famous he really is. So yes, thanks a lot, Dave!

Dave says he contacted Kevin Alsop of Big Bear Choppers and discussed some ideas with him about building a bike that "stood out in a crowd and incorporated my love of history and flying in a tribute to the aviation legend," as he puts it. Then he did some research on the original Red Baron's aircraft and sent his sketches to Kevin with the instructions to swap the 12-inch mini-apes of Big Bear's Down and Dirty Rigid kit bike for a set of 8-inch pullback risers. The folks at Rock & Roll Paint then went to work and rendered an accurate image of the Baron's Fokker triplane.

After the bike was shipped to St. Louis, where Dave received it, he ended up, he says, "With a 100-horsepower bike that handles great, hauls ass, stands out in a crowded parking lot, and never fails to draw attention or a positive comment from everyone who sees it."

Ain't that funny, that's just the opposite of what folks say about our Red Baron. I haven't explained to the Red one here at the office that Dave actually named the bike after the original Red Baron of WWI fame, but if he tells me one more time how nobody's ever built a "Tripper Softail," I will.

—Tripper

Photos: Owner

Vic Fanelli
Hilmar, California
1997 Heritage Softail

Finally, Vic's a happy camper. No wonder, considering the problems he had when he bought what he says is the very first FLSTS ever sold at Valley Harley in Stockton, California. "After riding this bike around for a few years, I started having trouble finding it in the parking lot; so many looked like mine."

He has this problem no more, because now it's always the one that's all aflame. Robert Borba at Custom Concepts sprayed on the yellow pearl and the silver pearl flames, and Vic says, "It came out really bright, so now it looks like it's on fire when the sun hits it."

He didn't say what happens when it's pitch dark.

But the paint job wasn't the only thing improving the bike's "visibility." When Dave decided to move things around a bit, he bought three front fenders only to run into an Arlen Ness Legacy fender, which he liked. "Then I got a wrecked front fender off eBay for the bracket, cut it to fit the Ness fender and liked it so much, he added a Ness in the rear, too.

Next came the gas tank, for which he scoured eBay again, coming up with a 5-gallon flatside and not liking it. So he went hunting again and found a Regency 6-gallon flatsider, which didn't fit the seat. Cutting ensued, and from the same material he fabbed the dash to fit the seat. "It took me four tries," he beams.

This was followed by Küryakyn spoked wheels, a Hypercharger air cleaner, White Bros. lowering kit and bars, more chrome on the swingarm, belt guard and bolt covers, some new controls, brakes, rotors, Boomcan pipes, flush gas caps, a Ness taillight, and a Pingel petcock. "The motor is bone stock, except for a carb kit and the pipes," he says.

But he plans on tearing the whole thing down and rebuilding everything. Hey, Vic, if you end up buying three or four motors before you find the one you like, would you remember us guys here at the rag? We'd love to have your leftovers. *—Tripper*

Photos: Owner

ReadersRides

Richard Husky
Cherokee, North Carolina
1996 California Custom

"This bike started off as a 1996 California Custom three years ago when I purchased it," Richard opens up his story about what surely must be called a North Carolina Custom now, since that's where he lives and did all the customizing on the bike. "Since then, I've put new Arlen Ness fenders, dresser bars, front-end risers, Performance Machine calipers and foot controls on the bike," he says.

But that's by no means all, folks. There's a whole laundry list of items Richard has added over the past three or so years, stuff like Sturgis wheels, a Headwinds headlight, Joker Machine tag brackets, a set of Vance & Hines Pro Pipes, an S&S Super G with DaVinci carb, a Force Winder breather, and a Dyna ignition, just to mention a few.

Actually, Richard's laundry list reads like a Who's Who in custom motorcycle parts; there's a slew of folks hanging from his bike via their products, folks like Thunder Heat (wiring harness), Pro-One (mirrors), Primo (belt drive), and USA Transmission and their 6-speeds. There's a speedo representing Auto Meter, brake rotors and braided cables and lines from Russell, a LePera seat, and hand controls from Küryakyn.

But the center piece, in more than one way, is the S&S 113-inch Super Sidewinder motor with its Crane rockers, jolted to life now and then by a Compu-Fire high-torque starter feeding off a complete charging system cum regulator from Spyke. Now there's some power. And when he's done subduing the neighborhood, Richard coolly leans the whole assemblage over on a Pro-One kickstand, which actually has a fairly easy job thanks to the fact that the whole bike's been lowered 3 inches. Keeping all those precious sheet metal parts from rusting, by the way, is a tastefully applied dash of candy apple red from House of Kolor.

I don't think you could pack a whole lot more names onto one single scoot.

—Tripper

Photos: Owner

"I seem to have misplaced my measuring tape, I guess I'll have to ballpark your size."

DESPERADO'S PALE RIDER SFT

BEHOLD A PALE RIDER

There are custom motorcycles and then there are "stock" custom motorcycles. The difference is, of course, that a custom motorcycle is usually built by a talented custom bike builder in his shop or garage and based on stock bike components such as motor or frame, with particular emphasis on one-off parts and major modifications of said base components. Or they are complete one-off bikes built from the ground up, with specially built frames and enhanced aftermarket motors. Either way, registering and insuring these bikes can be a very big and very expensive problem.

This becomes easier when purchasing a motorcycle that looks like a custom bike, but is actually a motorcycle manufacturer's stock product. That's because the manufacturer can offer bikes that are individually serial-numbered with a federally registered VIN and issued an original MSO (Manufacturers Statement of Origin) for title and registration purposes.

Desperado Motorcycles in southeastern Texas, a few miles north of Houston, is such a manufacturer.

The company also has a nationally recognized brand name and is listed in both the Kelley Blue Book and N.A.D.A. Guide, making a Desperado motorcycle relatively easy to swallow for insurance agents, state officials, and moneylenders.

At the Louisiana Bike Expo in New Orleans last May, I had the chance to take one of Desperado's models, the Pale Rider SFT, for a ride through the Big Easy (my thanks to Desperado's owner and master wrench, Jeff Nicklus). While the Pale Rider was a fun ride, the 6-inch stretch in the frame's downtube and 3 extra inches in the back bone, in combination with the 12-inch over, proprietary front end with its 47-degree rake (including raked triple trees) and the powerful, 124-inch Desperado/TP Engineering motor make it an adventure you want to be prepared for. In other words, don't think you can easily jump from your Vespa onto this behemoth without some major consequences.

The ride along pot-hole-plagued St. Charles Avenue was highlighted mainly by several young ladies sitting on the sidewalk, waving, whistling, and giving me the thumbs up sign. "Cool chopper," they shouted and grinned. So, okay, it's a good-looking bike, albeit perhaps an impatient one.

Crawling in slow traffic is not its forte, but as soon as I found my way onto a highway, I twisted the throttle just a bit. Suddenly 120 pounds of torque unleashed catapulted me into warp speed, and the 120 horses under my saddle started racing. The proprietary transmission easily shifted through all six gears, and though the bike only had a handful of miles registered on the Dakota Digital

speedo, the Pale Rider showed nothing but enthusiasm and an apparently insatiable appetite for the open road.

The bike felt very comfortable in my hands and, even more important, to my back. The distance from the saddle to the forward controls and the handlebars seemed to have been tailor-made just for me. At 6 feet even, I didn't have to stretch or contort anything and felt confident that even longer trips would be a proverbial breeze on this chopper.

According to Jeff, the standard Pale Rider ST comes with a 116-inch motor, but upgrade options of 124 or even a 141-cubic-inch mill are available. Likewise, the stock frame (see chart) can be modified by an inch or two in stretch, and no two paint jobs are alike. "We don't build a bike until it's been ordered," is how Jeff explains this phenomenon. "And the customer gets options as far as the components are concerned, whether it's the motor, frame, fenders, or forward controls and so forth."

Even after nine years in the business, Jeff intentionally limits his company's annual output to 300 bikes, explaining that he is more concerned with quality than quantity. Currently, Desperado manufactures six different models consisting of four different hidden-shock models and two different rigid frame models. Jeff also personally creates four one-off motorcycles per year for select clients. Unfortunately, due to CARB regulations, Desperado does not sell bikes in California.

To become an instant desperado yourself, call Desperado Motorcycles at 936-788-7788 or visit www.desperadomotorcycles.com. *—Red Baron*

Owner: ....Desperado Motorcycles
City: ....The Woodlands, Texas

General

Fabrication: ....Desperado Motorcycles
Year and Make: ..2004 Desperado Motorcycles
Model: ....Pale Rider SFT
Assembly: Desperado Motorcycles
Time: ....not too long

Engine

Year/model: ..2004 Desperado/TP Engineering
Ignition: ....Crane Hi-4
Displacement: ....124 cubic inches
Lower end: ....TP Engineering
Balancing: ....TP Engineering
Pistons: ....Wiseco
Cases: ....TP Engineering
Heads: Desperado/TP Engineering
Cam: ....Crane
Lifters: ....TP Engineering
Carb: ....Mikuni 45
Air cleaner: ....Same
Pipes: ....Martin Brothers
Mufflers: ....right!

Transmission

Year: ....2004 Desperado
Modifications: ....polished
Shifting: 6-speed
Engine sprocket: ....belt
Trans sprocket: ....belt
Wheel sprocket: ....530 chain Desperado "Sproter"

Paint

Painter: ....Desperado
Color: Desperado "Yella Dog Yella"
Special paint: ......black Desperado logo w/ tribal flames

Frame

Year: 2004
Builder: ....Desperado
Type: ....hidden-shock
Rake: ....47 degrees total
Stretch: ....6-inch downtube/3-inch backbone

Accessories

Bars: ....Desperado
Risers: ....built in
Handlebar controls: ......Desperado
Fenders: ....Desperado hydro-formed steel
Headlight: ....Desperado billet
Taillight: ....Desperado LED
Speedo/tach: ....Dakota
Forward controls: ..Excel polished billet
Rear pegs: ....Excel polished billet
Gas tank: Desperado/Independent
Oil tank: ....Desperado
Oil system: ....TP Engineering
Primary cover: ....Desperado Billet Chrome
Seat: ....Danny Gray
Mirrors: ....Arlen Ness
Grips: ....Arlen Ness

Forks

Type: ....internal hydraulic
Extension: ....12-inch over
Lower legs: ....chrome billet
Triple trees: ....chrome billet w/ internal fork stops
Builder: ....Desperado

Wheels

Front

Size: ....2.15 x 21
Wheel: ....Desperado "Gun Runner"
Tire: ....90 x 90 x 21 Avon
Brakes: ....Desperado polished stainless steel
Caliper: ....HHI 4-piston dual action chrome billet

Rear

Size: ....18 x 9
Wheel: ......Desperado Gun Runner
Tire: ....250 Avon
Brake: ....Desperado Sproter polished stainless steel
Caliper: ....HHI 4-piston dual action chrome billet

Photos: ....Kai Raecke

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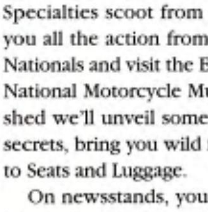
THROTTLETHREADS.COM	877-RIDEWEAR	47
THUNDER CYCLE DESIGNS	877-330-5470	111
THUNDERHEADER	510-234-7547	142
TIGER MANUFACTURING	818-252-0929	87
TITAN MOTORCYCLE CO. OF AMERICA		133
TOMBSTONE SILVERWORKS	386-258-5874 Ext.111	48
TP CYCLE & ENGINEERING	203-744-4960	55
TRAILER-IN-A-BAG	800-278-8387	144
TWIN CITIES H-D NORTH	800-234-4843	140
USA TWINS, INC.	800-498-2177	83
VIBERIDER.COM	877-842-8743	147
V-TWIN EXPO	623-551-1847	160
V-TWIN NEWS	818-889-8740	136
WAR EAGLE CUSTOM	954-938-6224	136
WELD RACING	866-753-4289	157
WHEELS4CHOPPERS	888-447-1408	146
WICKED IMAGE	909-506-9595	130
WICKED JESTER	www.wickedjester.com	46
WINDZONE	800-381-8030	42,136
WIRE-PLUS	620-221-2417 www.wire-plus.com	51
WOLFTRAX INC	800-965-3872	144
WORLD'S ONLY TATTOO SCHOOL	248-398-8288	148
XTREME MACHINE	217-291-0200	123
ZAP TATTOO STUDIO	614-224-9400	137
ZONE-TAILED LTD	877-966-3824	139

ComingAtYa

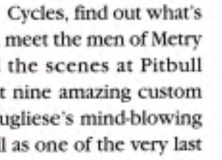
Easyriders' (No. 379) January 2005 issue starts the New Year with incredible custom bikes and a gaggle of gorgeous women. We'll feature Mitch Bergeron's Discovery Channel *Build-Off* chopper, check out a "no downtube" from Charlie Stiles, meet the new Pitbull Chopper and showcase a Drag Specialties scoot from Kim Suter. We'll bring you all the action from the Chillicothe Grand Nationals and visit the Euro Super Rally and the National Motorcycle Museum. Out in the tech shed we'll unveil some old school wrenching secrets, bring you wild front ends, and a Guide to Seats and Luggage.

On newsstands, you'll get our 48-page tribute to Hot Builders from *The Great Biker Build-Off* TV series. *On sale November 30th*

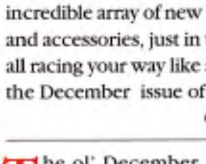


December's *V-Twin* (No. 44) is packed with holiday ideas and more products for your bike than ever. Besides our annual Holiday Gift Guide we'll introduce you to master builder Mike Phillips of Grandeur Cycles, find out what's new at Dakota Thunder, meet the men of Metry Cycles and go behind the scenes at Pitbull Motorcycles. Check out nine amazing custom bikes including Mike Pugliese's mind-blowing tangerine dream, as well as one of the very last bikes built by the late and great Indian Larry. On the newsstand, our 32-page outsert offers an incredible array of new Roadware riding clothes and accessories, just in time for the holidays. It's all racing your way like a turbo-charged sleigh in the December issue of *V-Twin* magazine!

On sale November 16th



The ol' December *Biker* is comin' your way with this way nasty-lookin' lil' hottie, Kathmarie, on a Milwaukee Midwest Choppers built "Board Track Racer." Also, lots of T&A and wild biker parties. *On sale now!*



In March 2005's *Wind* (No. 120), we take a look at everything Sturgis as well as a very special tribute to Dave Mann. Throw in this little hottie and ya got yerself a magazine Newsstand buyers will receive a special Fall Roadware catalog. *On sale November 30th*

Easyriders

ROADWARE®

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A. Leather Levi Style Jacket

Features: Two matching front pockets, two long zippered pockets, extra long sleeves that zip at the bottom and padded shoulders.
3762 Sizes MD, LG, XL, XX, XXX $340.00

B. Four Pocket Vest

Features: Three zippered pockets, buttoned down change pouch, adjustable lace-up sides and a built-in panel.
5170 Sizes MD, LG, XL, XX, XXX $99.00

C. Cruiser Jacket

Features: Strong lines, waist length, zippered sleeves, adjustable sides, 4 pockets outside, 2 pockets inside and a tailored back.
4186 Sizes MD, LG, XL, XX, XXX $199.00

D. Motorcycle Touring Jacket

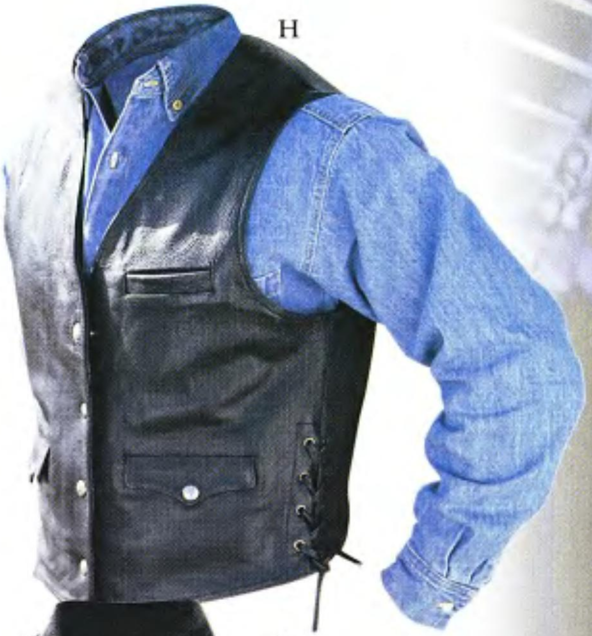
Features: Adjustable lace-up sides, embossed logo on the shoulder, padded elbows, front belt, kidney support, zippered pockets on the sleeve, zippered vents for ventilation and a removable quilted lining for year-round riding.
4150 Sizes MD, LG, XX, XXX
$395.00

E. Basic Biker Jacket

Features: Three front pockets and one inside, side adjustments, extra long sleeves that zip at the bottom and a kidney support.
4181 Sizes MD, LG, XL, XX, XXX
$249.00

G

H



I

J

F. Vest Extenders

When you need just a little more room in that vest or you just want to keep it from blowing wide open, we have the answer. These handsome looking bone and leather extenders come in a variety of designs with snaps that attach to your vest. Actual size 4 1/2".

1. 310150	Natural	$14.95
2. 310151	Black	$14.95
3. 310152	Metal Eagle	$12.50
4. 310153	Skull	$12.50
5. 310154	Engine	$12.50
6. 310155	Line Bike	$12.50

G. Belted Biker Jacket

Features: A removable lining, padded-protected elbows & forearms, side & belt adjustments, zipper vents in back for air blow, extra long sleeves, inside wind flap on front, zipper and kidney support.
4182 Sizes MD, LG, XL, XX, XXX $369.00

H. Snap Front Vest

Features: Three front pockets and side lace-up adjustments.
5165 Sizes MD, LG, XL, XX, XXX $99.00

I. Leather Shirt

Features: Two snap-closure front pockets, a snap-down collar, shirttail bottom and fully lined.
3310 Sizes SM, MD, LG, XL, XX, XXX $222.00

J. Cruiser Vest

Features: Two pockets for your hands, two more for your valuables; also buckle adjustments.
5175 Sizes MD, LG, XL, XX $119.00

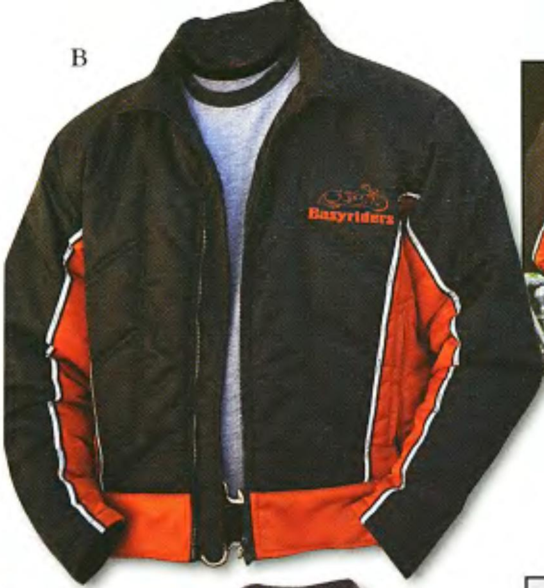
K. Leather Chaps with Jean Pockets

Features: Lined legs, snap bottoms and two front jean style pockets.
6126 Sizes SM, MD, LG, XL, XX, XXX $195.00

Phone: (800) 247-6246 or
(818) 889-8740
Fax: (800) 523-8301 or
(818) 889-4726
www.easyriders.com

A

B



C **New!**

D

E

A. The Water Resist Jacket

Features: Lighter weight nylon/polyester construction and reflective trim.
5031 Sizes MD, LG, XL $54.95 • XX $56.95 • XXX $58.95

B. Water Resist Heavyweight Jacket

Features: nylon/polyester construction, extra padding and reflective trim. Available in two colors.
5029 Black & Charcoal
5030 Black & Orange (shown)
Sizes MD, LG, XL $84.95 • XX $86.95 • XXX $88.95

C. The Mechanic Jacket

Features: Two outside pockets, zip front, drawstring bottom to keep the air out and uniform style patch front. Available in two colors.
5046 Charcoal (shown)
5045 Dark Navy
Sizes MD, LG, XL $73.95 • XX $75.95 • XXX $77.95

D. Suede/Leather Varsity Jacket

Features: Black leather trim around two outside pockets and one inside pocket, satin-like polyester lining, ribbed neck, cuffs and back waist, and detailed embroidery on the back.
4142 Sizes MD, LG, XL $199.95

E. Embossed Denim Jacket

Features: A unique embossed *Easyriders* logo. Made in the U.S.A.
9107 Sizes MD, LG, XL, XX $85.95

Phone: (800) 247-6246 or
(818) 889-8740
Fax: (800) 523-8301 or
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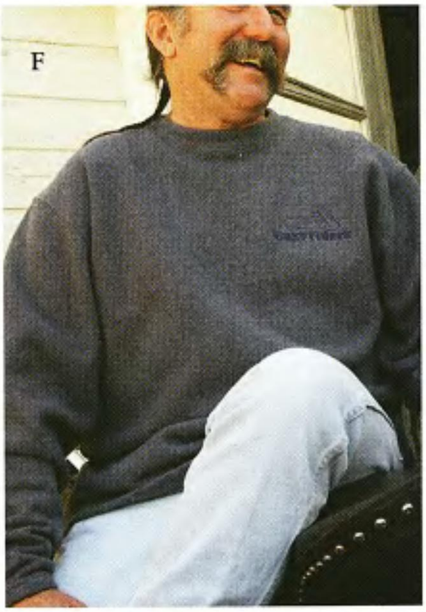

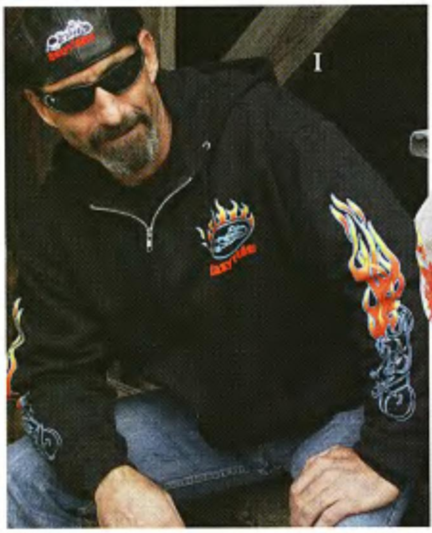

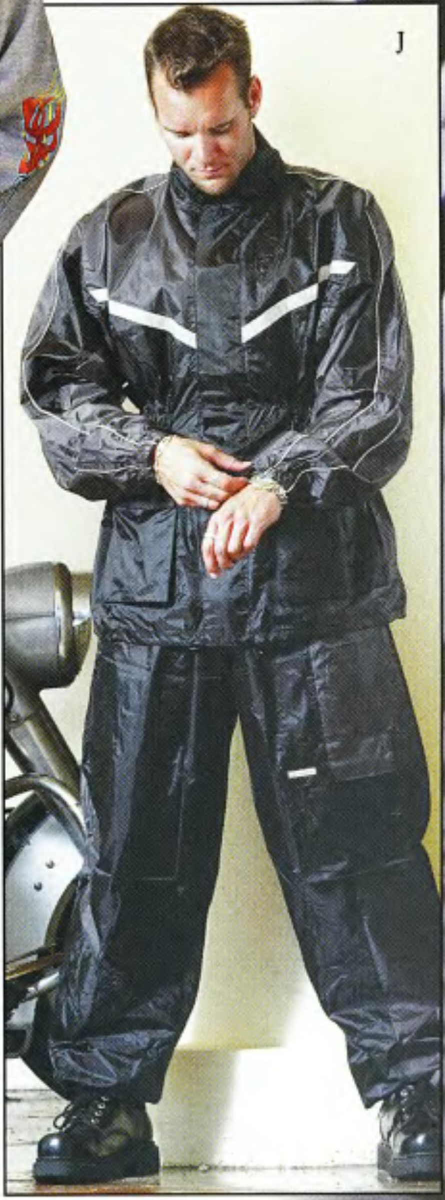

F. Fleece Lined Sweater

Features: Fleece inside, sweater outside, shades may vary due to special dying process. Available in two colors.
5013 Navy Blue (shown) and 5014 Forest Green
Sizes MD, LG, XL $34.95

G. Wool Southwest Jacket

Features: 100% wool, quilted lining, leather trim, zip-up front, two outside pockets, and a snap-down collar.
3332 Sizes MD, LG, XL, XX $89.00

H. Wool Southwest Vest

Features: 100% wool, quilted lining, leather trim, zip-up front, two outside pockets, one inside pocket, and a snap-down collar.
3356 Sizes MD, LG, XL, XX $79.00

I. Zipper Hooded Sweat

Features: Flame design on sleeve, front flame logo. Available in two colors.
5060 Heather Gray
5026 Black
Sizes MD, LG, XL $38.95 • XX $40.95

J. Two Piece Rainwear

Features: Reflective strips, elastic at the waist, wrist and ankles; lots of pockets, and a velcro closure over the zipper and at the neck.
4710 Sizes MD, LG, XL, XX $79.95

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A. Racing Stripe Henley

Available in both long and short sleeve.
3747 Long Sleeve
Sizes MD, LG, XL $31.95
XX $33.95

3751 Short Sleeve
Sizes MD, LG, XL $26.95
XX $28.95

B. Black Eagle Eyes Sweatshirt

Features: Heavy duty poly/cotton, embroidered front design.
5020 Sizes MD, LG, XL $34.95
XX $36.95
XXX $38.95

C. Black Denim Shirt

Features: Detailed stitching, two front flap pockets and metal buttons.
3774 Sizes MD, LG, XL $41.95
XX $43.95 • XXX $45.95

D. High Visibility Sweatshirt

Features: Heavy duty cotton, and easy-to-see reflective trim for night riding.
5017 Sizes MD, LG, XL $39.95
XX $41.95

E. Hooded Denim Sweatshirt

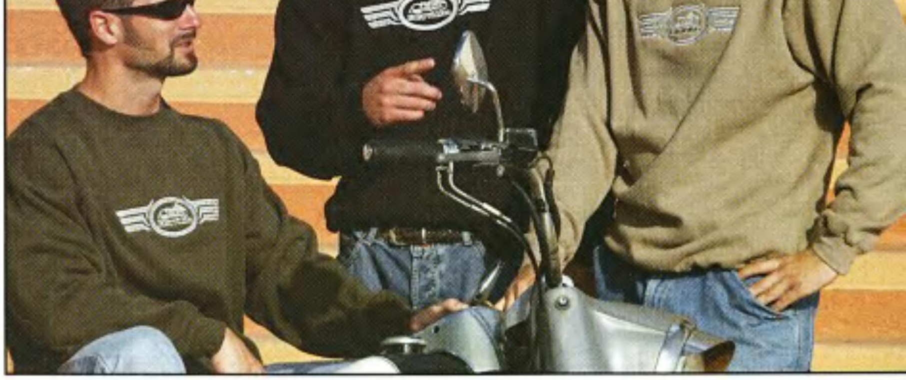
Features: Rib trim cuffs and waist, muff pocket, drawstring hood and detailed embroidery.
3759 Sizes MD, LG, XL $39.95
XX $41.95

F. Sueded Sweatshirts

Features: 80% cotton, 20% polyester, embroidered detailed diamond plate logo, front v-notch, back locker patch and ribbed collar, cuffs and bottom.
Available in three colors.
M3776 Moss Green • 3773 Black
3772 Mocha
Sizes MD, LG, XL $39.95
XX $41.95

Phone: (800) 247-6246 or (818) 889-8740
Fax: (800) 523-8301 or (818) 889-4726
www.easyriders.com

F



G. Line Bike Sweatshirt
Features: 90% cotton, 10% polyester and two color embroidered bike logo.
3731 Sizes MD, LG, XL $34.95 • XX $36.95 • XXX $38.95

H. Mens Mock Turtleneck
Features: 100% cotton fabric and a small embroidered bike logo. Available in two colors.
3753 Black • 3752 Metro Blue
Sizes MD, LG, XL $21.95 • XX $23.95

I. Patriotic America Sweatshirt
Features: 90% cotton, 10% polyester and detailed red, white and blue embroidered logo design.
3748 Sizes MD, LG, XL $34.95 • XX $36.95 • XXX $38.95

J. Stripped Cruiser Jersey
Features: A hefty 9-oz. cotton rib knit, racing stripe on both sleeves, front v-notch, embroidered *Easyriders* logo, and hemmed cuffs and bottom.
3756 Sizes MD, LG, XL $49.95 • XX $51.95

K. Purple Wing Sweatshirt
Features: 90% cotton, 10% polyester and embroidered colorful wing logo design.
5023 Sizes MD, LG, XL $36.95 • XX $38.95 • XXX $40.95

L. Wise Guyz Pullover Sweatshirt
Features: Heavyweight cotton with tone-on-tone iron cross embroidered logo. Garment dyed and available in two colors.
3727 Rust (shown) • 3728 Charcoal
Sizes MD, LG, XL $39.95 • XX $41.95

M. Long Sleeve Thermal Crew
Features: Comfortable cotton ribbed fabric with printed design on sleeve and front. Available in two colors.
5044 Black • 5028 Heather Gray (shown)
Sizes MD, LG, XL $31.95 • XX $33.95

A. Silver Wings Henley

Features: 100% cotton steel blue shirt, a three-button collar, an embroidered silver engine wings logo, in short or long sleeve.

3743 Long Sleeve
Sizes MD, XL $29.95
XX $31.95
3750 Short Sleeve
Sizes MD, LG, XL $24.95
XX $26.95

B. Purple Wings Henley

Features: 100% cotton, a three-button collar, an embroidered "old school" logo. Available in short or long sleeve.

4004 Long Sleeve
Sizes MD, LG, XL $34.95
XX $38.95
8719 Short Sleeve
Sizes MD, LG, XL $18.95
XX $21.95

C. The Liberty Thermal Henley

Features: Cotton extra dense thermal fabric, a three-button collar, a colorful winged flame logo. Available in two colors
5018 Oatmeal • 5019 Black Sleeve
Sizes MD, LG, XL $57.95
XX $59.95

D. Line Bike Henley

Features: 100% cotton, a three-button collar, an embroidered line bike *Easyriders* logo. Available in short or long sleeve

3738 Short Sleeve
Sizes MD, LG, XL $29.95
XX $33.95
3744 Long Sleeve
Sizes MD, LG, XL $34.95
XX $38.95

E. Wicked Bones Henley

Features: 100% preshrunk cotton, a three-button collar, an embroidered Gothic skull. Available in short or long sleeve with a Gothic style sleeve design on the long sleeve and your choice of white or black.

Long Sleeve
5015 White • 5016 Black
Sizes MD, LG, XL $34.95
XX $38.95
Short Sleeve
5025 White • 5024 Black
Sizes MD, LG, XL $29.95
XX $33.95

F. Tribal Skull Henley

Features: 100% cotton, a three-button collar, an embroidered tribal skull *Easyriders* logo. Available in short or long sleeve.

3745 Long Sleeve
Sizes MD, LG, XL $34.95
XX $38.95
3737 Short Sleeve
Sizes MD, LG, XL $29.95
XX $33.95

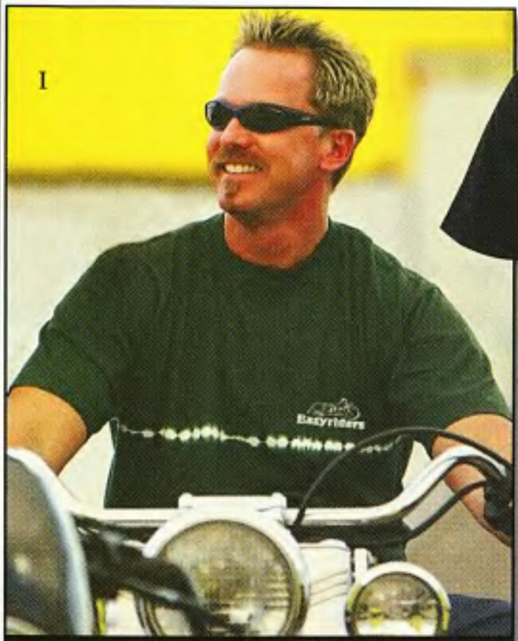
G. Silver Engine Henley

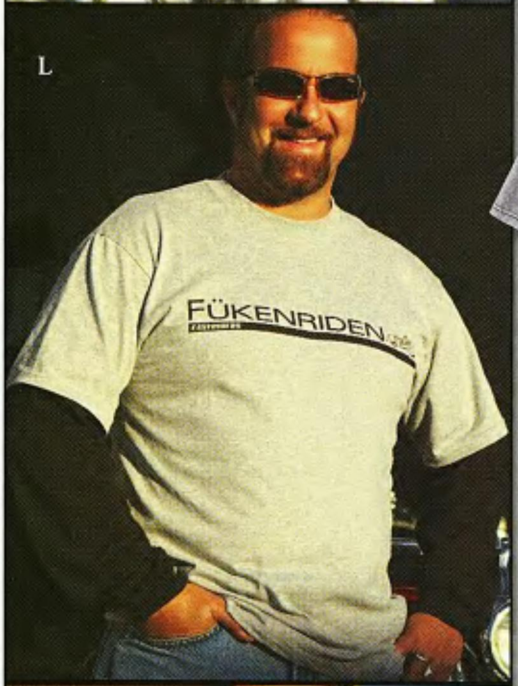
Features: 100% cotton, a three-button collar and embroidered engine in silver thread. Available in short or long sleeve.

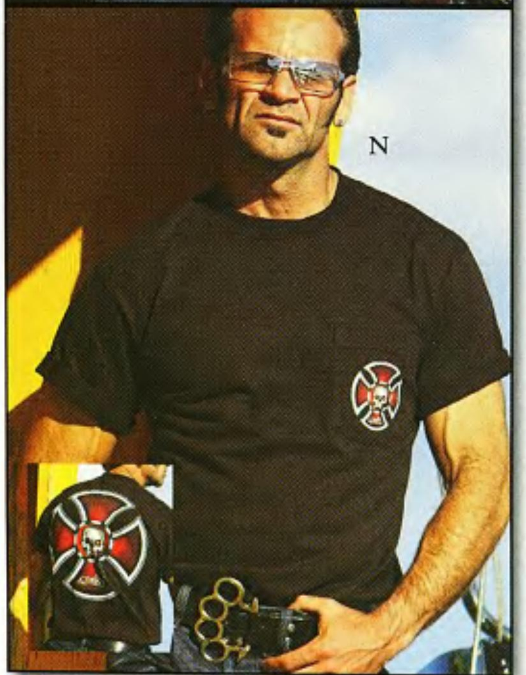
3746 Long Sleeve
Sizes MD, LG, XL $29.95
XX $31.95
3749 Short Sleeve
Sizes MD, LG, XL $24.95
XX $26.95

H. Thermal Henley with Bike

Features: Heavy weight thermal, a three-button collar and an embroidered line bike logo in white. Available in two colors.
3736 Black • 4005 Oatmeal
Sizes MD, LG, XL $49.95
XX $51.95







I-K Tie-Dye T-Shirts

Each shirt is unique and one-of-a-kind because of natural variations in the dying process. All shirts are 100% cotton and those noted have embroidered front logos.

I. White Line Dyed Tee

5049 Red • 5035 Spruce (shown)
Sizes MD, LG, XL $23.95
XX $25.95

J. Flaming Oval Dyed T-Shirt

Features: Embroidered logo on front.
8451 Sizes MD, LG, XL $23.95
XX $26.95
XXX $28.95

K. Tie-Dye T-Shirts

Embroidered logo on front. Available in two colors.
1236 Sapphire Blue • 1234 Orange Flame
Sizes MD, LG, XL $23.95
XX $26.95
XXX $28.95

L. Double Sleeve Tee

Features: The look of a double shirt, 100% cotton and printed logo.
5034 Sizes MD, LG, XL $29.95
XX $31.95

M. Embossed T-Shirt

Features: 100% pigment-dyed cotton with an embossed logo. Available in two colors.
8903 Black • 8902 Blue
Sizes MD, LG, XL $22.95
XX $24.95
XXX $26.95

N. Maltese Cross Pocket Tee

Features: 100% cotton, a left chest pocket and design on both front and back.
8144 Sizes MD, LG, XL $21.95
XX $23.95
XXX $25.95

Phone: (800) 247-6246 or
(818) 889-8740
Fax: (800) 523-8301 or
(818) 889-4726
www.easyriders.com

BUY ANY SHIRT ON THESE FOUR PAGES AND PICK THE

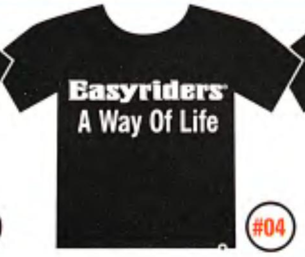
All designs are screen printed on 100% cotton.

Unless otherwise noted these shirts are available at the following prices and sizes.

MD, LG, XL T-shirts are $13.95 ea. XX are $16.95 ea. • XXX (when available) are $19.95 ea.

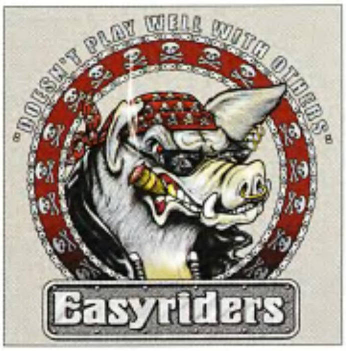
And just for $5

Tell the world how you feel, get a cool back print on your *Easyriders* T-shirt for just five bucks!
You heard right, make a statement that's uniquely your own, make folks laugh, or maybe back off, it's all up to you!
Choose any of the *Easyriders* T-shirt designs shown here and get the back print of your choice for just five dollars.



Make sure you put the red number of your choice after your t-shirt part number (Sample 8949-19) on your order form.

BACKPRINT OF YOUR CHOICE FOR JUST 5 BUCKS!

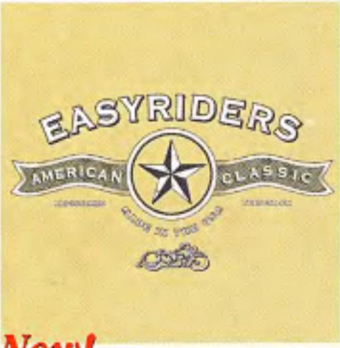


8122 DOESN'T PLAY WELL
(Gray Shirt)

8948 IRON CROSS

8947 WORK SUCKS
(Ash Shirt)

New!
5070 BLUE SKULL

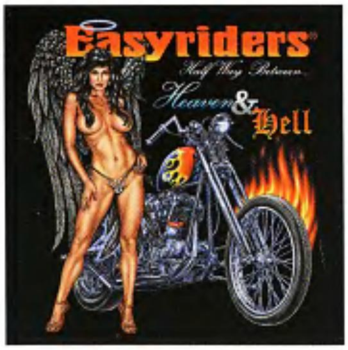


New!
5072 Easyriders Classic
Shirt color varies due to a unique dying process.

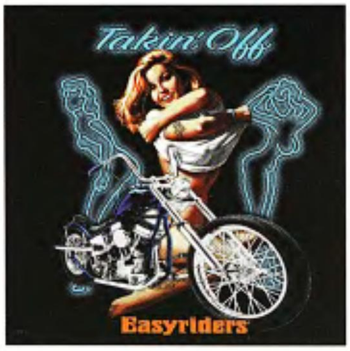
8182 BROWN WOLF
(Tan Shirt)

8941 TWIN EAGLES

8224 G.I. LADY
(Khaki Shirt)



8943 HEAVEN AND HELL



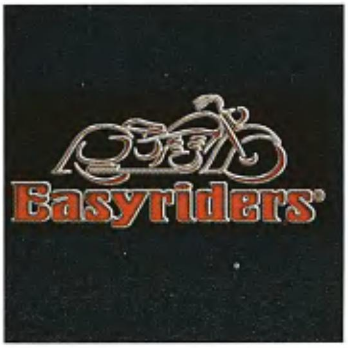
8913 TAKIN' OFF

New!
5067 CHOPPER LINE BIKE

8925 CHROME EAGLE

8949 FLAMING SKULL

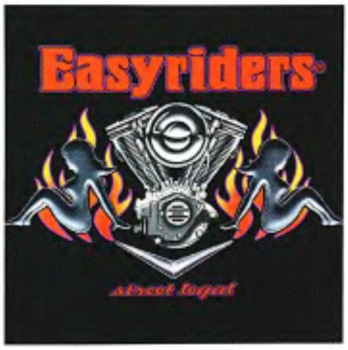
8917 BIG LEAGUE



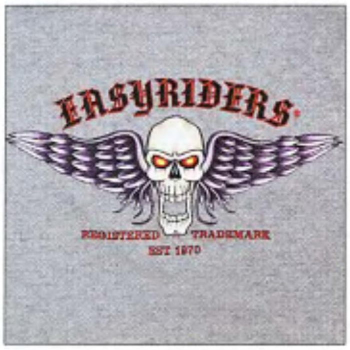
8918 CHROME LINE BIKE

8946 WINGED CROSS

BUY ANY SHIRT AND PICK THE BACKPRINT OF YOUR CHOICE FOR 5 BUCKS! See Page 12

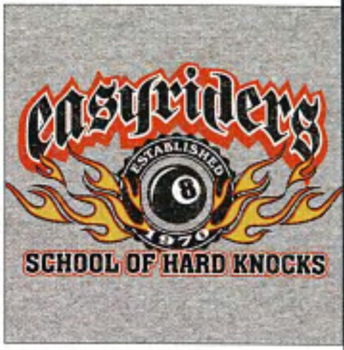


8154 RETRO



8719 PURPLE WINGS
(Ash Shirt)

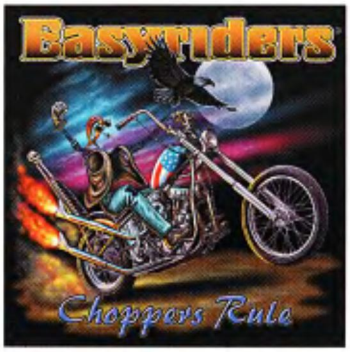
8576 WOLF EYES



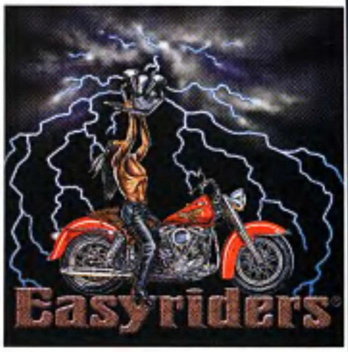
8280 8 BALL
(Ash Shirt)

8924 LIVE TO RIDE-AIRBORN

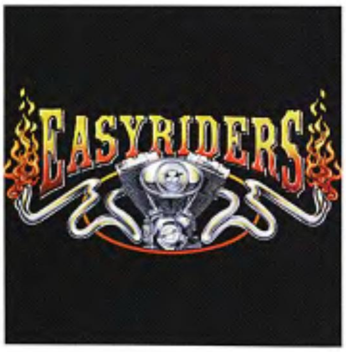
New! 5071 DRAGON TATTOO



8232 CHOPPERS RULE

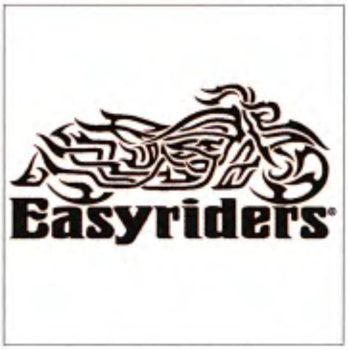


8950 LIGHTNING INDIAN



8329 FLAMED PIPES

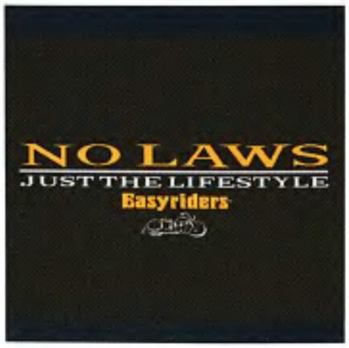
8944 HARD CORE



8919 GOTHIC BIKE
(White Shirt)

8149 EASYRIDERS WIZARD

8923 RIDE LIKE HELL
(Gray Shirt)

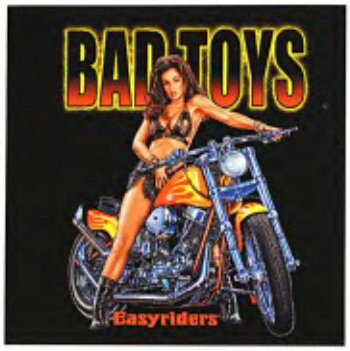


8519 NO LAWS

8926 BOTTLE CAP
(White Shirt)

8920 LIVE FREE

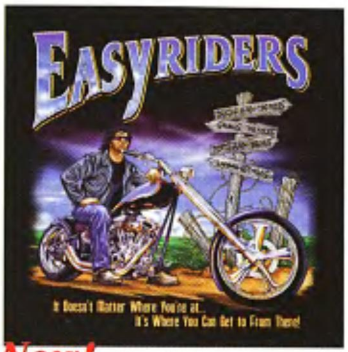
BUY ANY SHIRT AND PICK THE BACKPRINT OF YOUR CHOICE FOR 5 BUCKS! See Page 12



5058 BAD TOYS

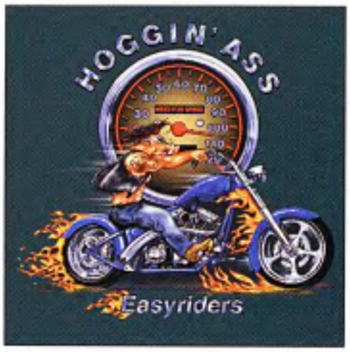
8155 FLAME CROSS SKULL
(White Shirt)

5065 PHOENIX

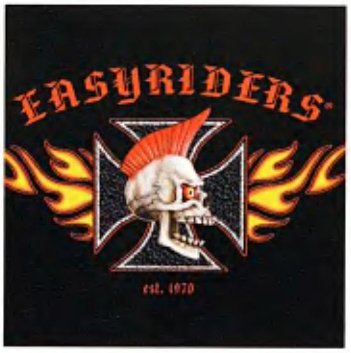


New! **5068 DOESN'T MATTER**

5055 OLD SCHOOL



5056 HOGGIN' ASS
(Teal Shirt) Not available in XXX.

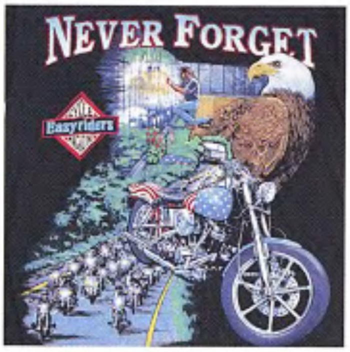


5057 SCREAMIN' SKULL

5064 GREEN SKULL

8945 BAD EXAMPLE

New! **5069 HAND FORGED**



8715 VIETNAM

5059 ONE FOR THE ROAD
(White Shirt)

8268 BLUE FLAME GIRL

8281 SKULL DRAGON

5066 MOLTEN SKULL

8921 ER FLAG

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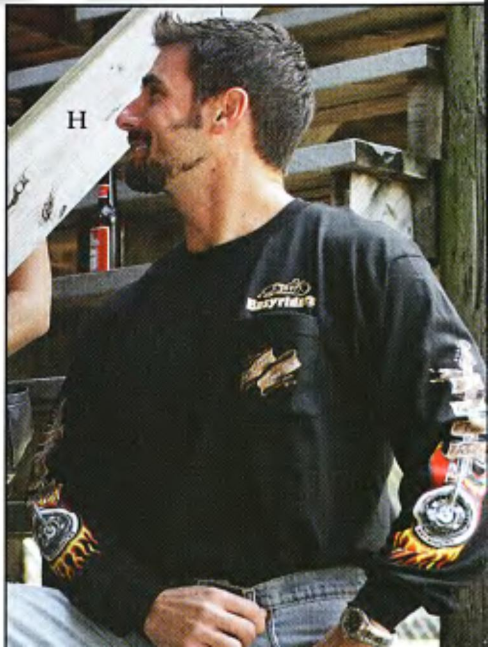

Long Sleeve T-Shirts

These shirts are made of 100% preshrunk cotton and are available in your choice of designs. Some even feature a design on the front as well as both sleeves.

Unless otherwise shown, pricing for all shirts is as follows:
MD, LG, XL $28.95
XX $31.95 • XXX $33.95

A. G.I. Lady
8202 Sizes MD, LG, XL, $29.95
XX $31.95

B. Celtic Skull
8622 Sizes MD, LG, XL, XX

C. Blue Girl Flame
M8726 Sizes MD, LG, XL, XX, XXX

D. Liquid Eagle-Lake Blue
8295 Sizes MD, LG, XL, XX

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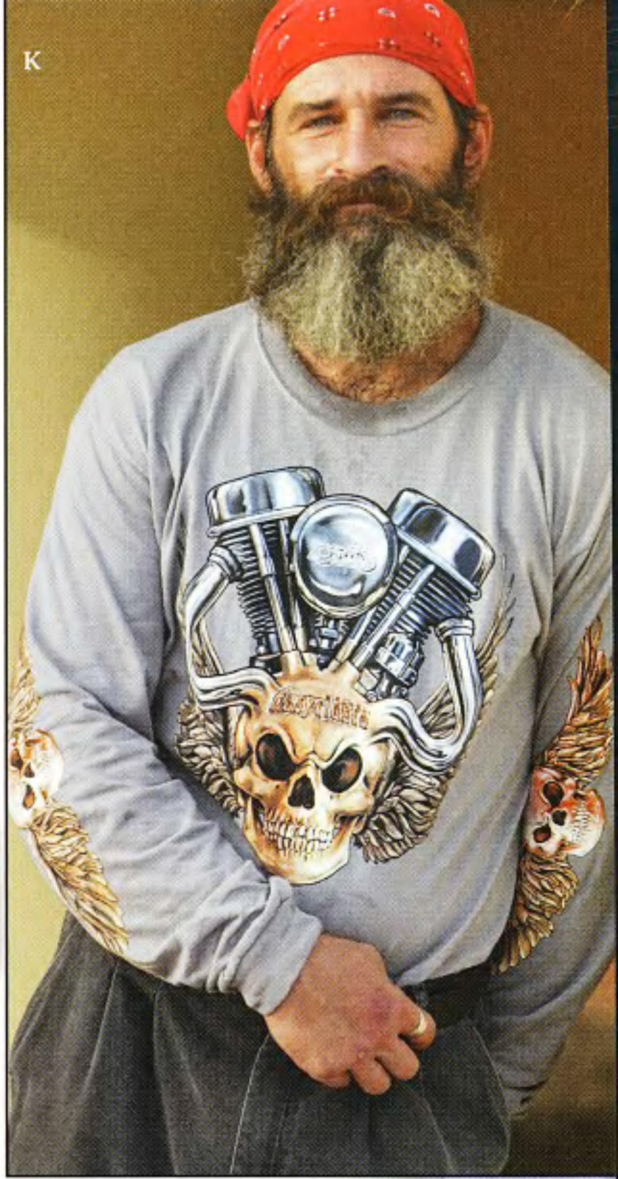

L

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E. Wolf Shield
8477 Sizes MD, LG, XL, XX, XXX

F. Flame Cross
8179 Red • 8112 White
Sizes MD, LG, XL $29.95
XX $31.95

G. Iron Cross
8478 Sizes MD, LG, XL, XX, XXX

H. Let The Good Times Roll
8172 Sizes MD, LG, XL, XX

I. Diamond Plate
8708 Sizes MD, LG, XL, XX, XXX

J. Flaming Skull
8725 Sizes MD, LG, XL, XX, XXX

K. Pan Skull
8297 Sizes MD, LG, XL, XX

L. Skull Shield
8476 Sizes MD, LG, XL, XX

M. Tribal Skull
8709 Sizes MD, LG, XL, XX, XXX

N. Maltese Cross Pocket Tee
Features: Pocket on left chest and additional back print on the back
8123 Sizes MD, LG, XL 29.95
XX $31.95
XXX $33.95

Phone:	(800) 247-6246 or
	(818) 889-8740
Fax:	(800) 523-8301 or
	(818) 889-4726

www.easyriders.com

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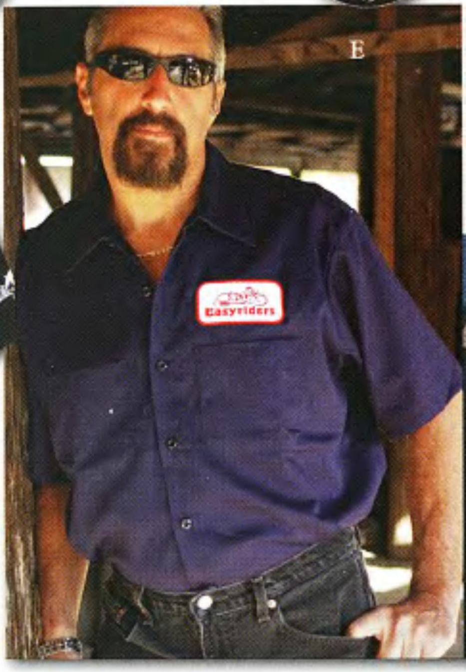

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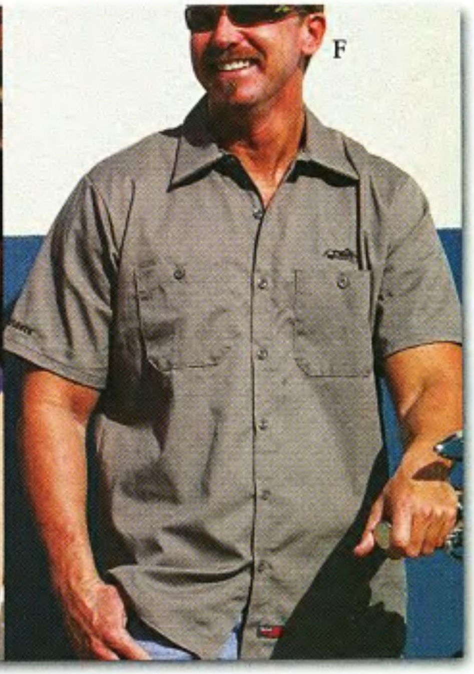

A. Blue & Red Flame Shirt

Features: Polyester fabric with the feel of silk and detailed metal skull buttons with red rhinestone eyes.
7501 Sizes MD, LG, XL $54.95 • XX $56.95 • XXX $58.95

B. Chopper Chick

Features: Polyester fabric with the feel of silk, embroidered front logo and detailed engine buttons.
7526 Sizes MD, LG, XL $54.95 • XX $56.95

C. Yellow and Gray Flame Shirt

Features: Polyester fabric with the feel of silk, embroidered front logo and detailed flame buttons.
7502 Sizes MD, LG, XL $54.95 • XX $56.95 • XXX $58.95

D. Web Skull

Features: Polyester fabric with the feel of silk, embroidered front logo and round buttons with black widow design.
7527 Sizes MD, LG, XL $54.95 • XX $56.95

E. Easyriders Work Shirt

Features: 100% wrinkle-resistant twill, two front pockets and a retro logo patch. Available in short or long sleeve.
5011 Short Sleeve Sizes MD, LG, XL $37.95
XX $39.95 • XXX $41.95

5010 Long Sleeve Sizes MD, LG, XL $39.95
XX $41.95 • XXX $43.95

F. Graphite Gray Work Shirt

Features: 100% wrinkle resistant twill and features two front pockets. Available in two colors.
5048 Graphite Gray with Bike Logo.
Sizes MD, LG, XL $37.95 • XX $39.95 • XXX $41.95

G

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G. Gearhead
Features: Polyester fabric with the feel of silk and round bike logo buttons.
7524 Sizes MD, LG, XL $54.95 • XX $56.95 • XXX $58.95

H. Powerslave
Features: Polyester fabric with the feel of silk, embroidered front logo and detailed engine buttons.
7525 Sizes MD, LG, XL $54.95 • XX $56.95 • XXX $58.95

I. Eagle & Skulls
Features: Polyester fabric with the feel of silk and embroidered front logo.
7522 Sizes MD, LG, XL $54.95 • XX $56.95

J. Bowling Shirt
Features: Polyester/rayon fabric with retro screened diamond design.
7300 Sizes SM, MD, LG, XL $49.95 • XX $52.95

K. Chest Flames
Features: Polyester fabric with the feel of silk, embroidered front logo and metal flame buttons.
7500 Sizes MD, LG, XL $54.95 • XX $56.95 • XXX $58.95

L. Barbed Wire
Features: Polyester fabric with the feel of silk, nostalgic movie image in black and white.
7505 Sizes MD, LG, XL $54.95 • XX $56.95 • XXX $58.95

Phone: (800) 247-6246 or
(818) 889-8740
Fax: (800) 523-8301 or
(818) 889-4726
www.easyriders.com

A

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E

A. Sleeveless Denim Shirt (Bike Logo)

If you've been working out or have a new tattoo to show off, this shirt will do the job for you. Maybe you just want to layer up until the sun comes out. It has a worn (but not abused) look and feel with a nice embroidered logo. Available in two colors.

5042 Dark Mocha • 5043 Charcoal (shown)

Sizes MD, LG, XL	$34.95
XX	$36.95
XXX	$38.95

B. Sleeveless Denim Shirt (Tribal Logo)

Throw it over a sweatshirt, long sleeve thermal or your favorite leather. It wears from summer to fall just like your favorite pair of jeans. It has a unique embroidered logo and is available in two colors.

9146 Black • 9148 Washed Blue

Sizes MD, LG, XL	$34.95
XX	$36.95
XXX	$38.95

C. Liberty Sleeveless Denim Shirt

This stonewashed crossgrained denim shirt features two front pockets and heavy duty snaps for a new look to an old favorite.

9149	Sizes MD, LG, XL	$35.95
	XX	$37.95
	XXX	$39.95

D. Dark Blue Denim Shirts

If you prefer dark denim, this cotton denim shirt also comes in your choice of long or short sleeve. They are machine washable and sport an embroidered, *Easyriders* bike logo above the pocket.

Sizes		MD, LG, XL	XX
3742	Short Sleeve Lt. Blue	$39.95	$41.95
3741	Long Sleeve Lt. Blue	$41.95	$43.95

E. Light Blue Denim Shirts

This cotton denim shirt comes in your choice of long or short sleeve. They are machine washable and sport an embroidered, retro look logo above the pocket.

Sizes		MD, LG, XL	XX
3740	Short Sleeve Lt. Blue	$39.95	$41.95
3739	Long Sleeve Lt. Blue	$41.95	$43.95

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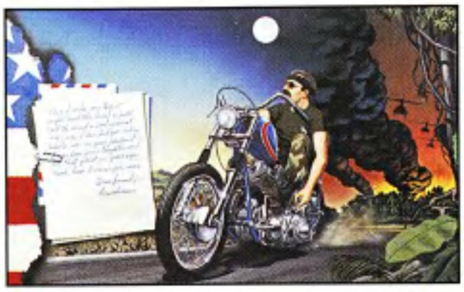
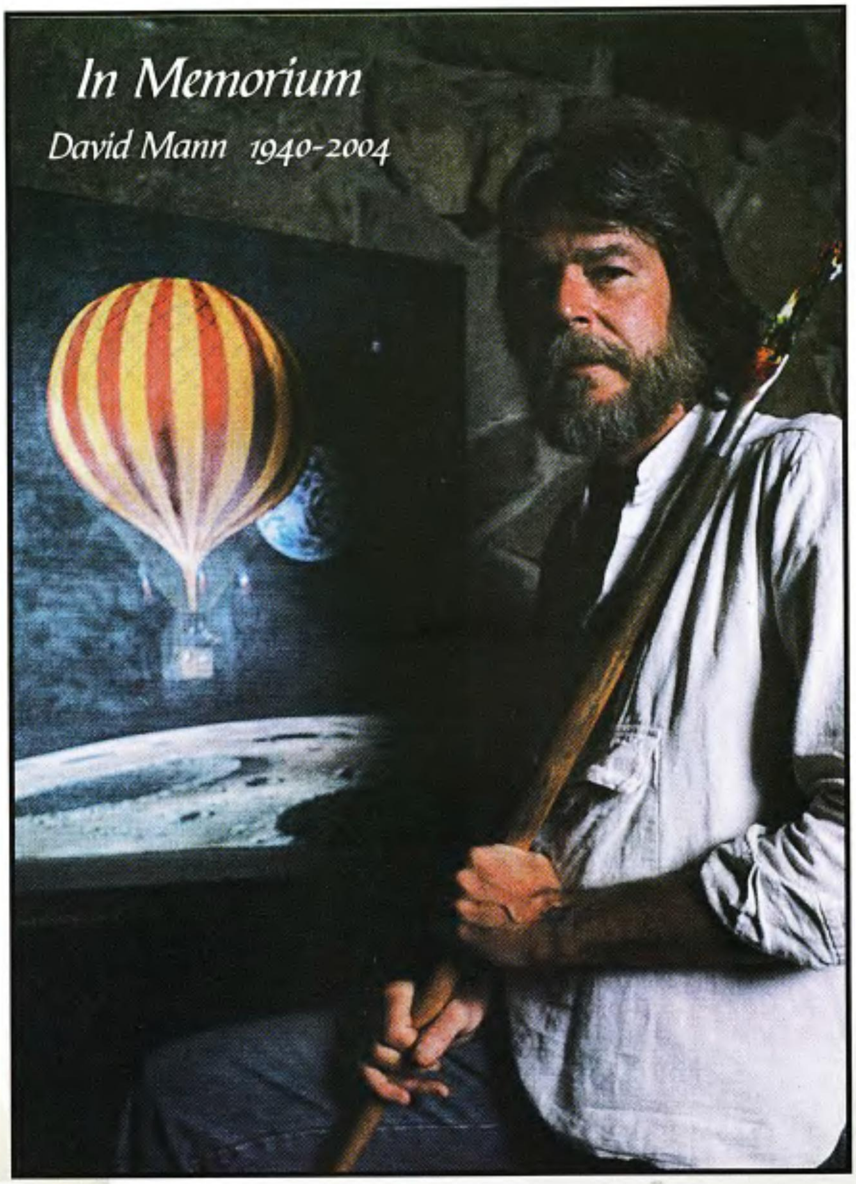


I

In Memorium

David Mann 1940-2004



F. David Mann - Ghostrider

This painting was done in 1983 and represented the analogy of bikers as cowboys. It was published in *Easyriders* as a centerspread in November of 1983 and has remained one of his most popular designs.

8580	Sizes MD, LG, XL	$13.95
	XX	$16.95
	XXX	$19.95

G. White Line

Painted in the 1980s David shows two road warriors. A trucker speeding down the highway and the motorcycle travelers who brave the night as they meet and show the mutual respect between them.

8585	Sizes MD, LG, XL	$13.95
	XX	$16.95
	XXX	$19.95

H. Letter from Vietnam

This poignant centerspread was inspired by an actual letter sent to *Easyriders* in 1988, 20 years after the Tet Offensive and the end of the Vietnam War. Inspired by the letter and the others it represented was the inspiration for this well illustrated story.

8323	Sizes MD, LG, XL	$13.95
	XX	$16.95
	XXX	$19.95

I. Sunset Boulevard

No matter where you live in this country Hollywood's Sunset Boulevard is a familiar street. David's 1982 fantasy interpretation depicts his love of custom cars and custom motorcycles.

8860	Sizes MD, LG, XL	$13.95
	XX	$16.95
	XXX	$19.95

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A. The Sleek One
Features: Top grade leather, full lining and two front pockets.
3763 Sizes SM, MD, LG, XL $249.00

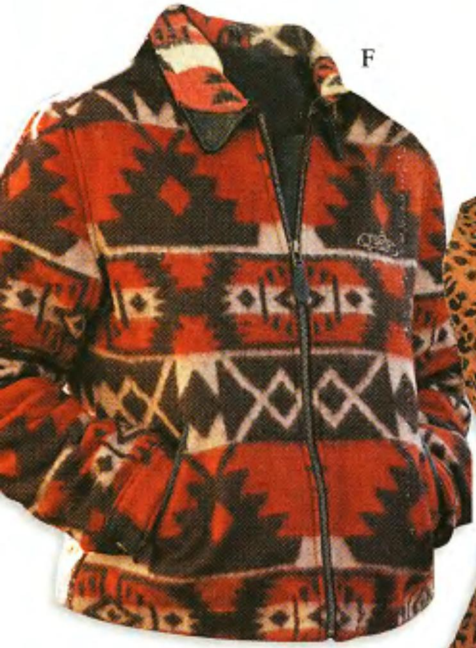
B. Ladies Biker Jacket
Features: All weather protection,top grade leather, a zip-out lining, four outside pockets and a snap-down collar.
4588 Sizes SM, MD, LG, XL $279.00

C. The Suede Shirt Jacket
Features: Butter soft suede, detailed decorative stitching at the shoulders and the top slit pockets. Inside features a light satin-feel lining.
7221 Sizes SM, MD, LG, XL $49.95 (was $229.00)

D.Ladies Perforated Gel Glove
Features: The latest in padded glove technology. Designed for comfort, the gel gloves have a padding that makes your grip soft and much less stressful on your muscles while keeping your hands warm as well.
2288 Sizes SM, MD, LG, XL $55.00

E. Ladies Lambskin Leather Shirt
This tapered back, super soft lambskin leather shirt has dual front snap pockets and a snap-down collar. It's a shirt you'll never want to take off.
7200 Sizes SM, MD, LG, XL $169.00

F



G

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Back closure

Easyriders **Zipper Pull**

J.

I.

F. Southwestern Wool Jacket

Features: Warm blanket-like material, a light quilted lining, zipper front, leather trim on the snap down collar, one inside pocket and two side pockets.
3327 Rust/Beige/Black
Sizes SM, MD, LG, XL $69.00

G. Animal Print Glamour Vest

Features: Styled after the ever-popular soft black leather glamour vest with all the same features. It's made of a bit heavier grade of leather with a leopard-skin look.
5575 Sizes SM, MD, LG, XL $69.00

H. Glamour Vest

Features: Soft black leather, inside lining, an adjustable back strap, four zipper pockets and a zipper front. Back adjusts for just the right fit.
5520 Sizes SM, MD, LG, XL $109.00

I. Basic Leather Vest

Features: Top grade leather, inside lining and two side pockets. Back adjusts for just the right fit.
3764 Sizes SM, MD, LG, XL $109.95

J. Rampage Leather Jeans

These satin-lined jeans with zippered leg closures feature an expandable back panel that allows a great fit.
7120 Sizes 6 (27"), 8 (28"), 10 (29"), 12 (31"), 14 (32"), 16 (33"). $219.95

Phone: (800) 247-6246 or (818) 889-8740
Fax: (800) 523-8301 or (818) 889-4726
www.easyriders.com

A

B

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A. Long Sleeve Peek-A-Boo Mesh Top

Features: Slits in the cotton/lycra fabric filled with a black mesh panel to show off just enough.
2062 Sizes SM, MD, LG, XL $34.95 XX $36.95

B. Ribbons & Studs

Features: 100% cotton with ribbon studded sleeve and a subtle tone-on-tone logo.
3063 Sizes SM, MD, LG, XL $33.95 XXL $35.95

C. Sweetheart

Features: 100% cotton that hugs your shoulders and the metal studs give it a sweetheart shaped neckline.
3016 Sizes SM, MD, LG, XL $31.95 XXL $33.95

D. Diamonds In The Rough

Features 100% cotton with the neckline accented in little sparkles.
3062 Sizes SM, MD, LG, XL $31.95 XXL $33.95

E. Cropped Sweatshirt

Features: Poly/cotton fabric and a worn look.
3002 Sizes SM, MD, LG, XL $29.95 XXL $31.95

F. Bow Tie

Features: Cotton/Lycra fabric and gathered plunging neckline.
3017 Sizes SM, MD, LG, XL $29.95 XXL $31.95

E

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Phone: (800) 247-6246 or
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Fax: (800) 523-8301 or
(818) 889-4726
www.easyriders.com

G

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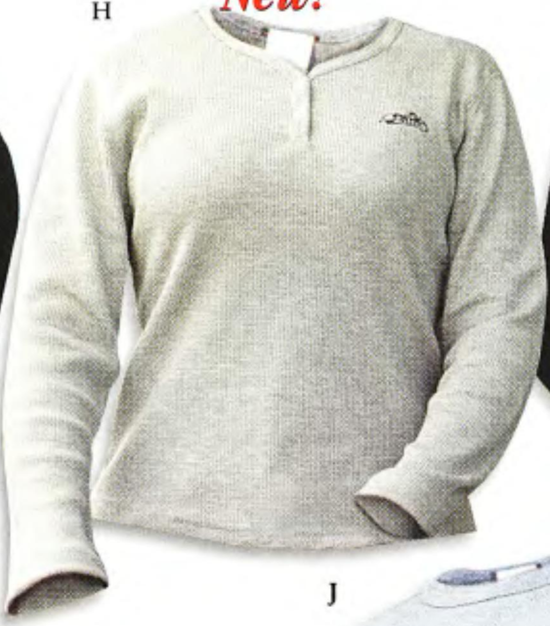
New!



I

New!

J

G. Peek-A-Boo Mesh Tank

Features: Slits in the cotton/Lycra fabric filled with a black mesh panel to show off just enough.
2063 Sizes SM, MD, LG, XL $28.95 XX $30.95

H. Long Sleeve Thermal Henley

Features: Warm thermal cotton blend with embroidered bike logo. Available in two colors black with red embroidery or gray with black logo.
3026 Heather Gray (shown) • 3027 Black
Sizes SM, MD, LG, XL $28.95 XX $30.95

I. Fast And Furious

Features: Figure flattering design with retro logo design.
3028 Sizes SM, MD, LG, XL $31.95

J. Long Sleeve Two-by-Two

Features: A ribbed long sleeve 100% cotton tee with a great design both on front and sleeve. Available in two colors.
3024 Heather Gray • 3025 Black
Sizes SM, MD, LG, XL $31.95
XXL $33.95

K

K. Long Sleeve Sueded Cutout

Features: An adjustable front for a great fit, empire waist that falls open to the belt. Color is chocolate brown and 100% polyester machine washable fabric.
2089 Sizes SM, MD, LG, XL $38.95

L

L. Long Sleeve Li'l Devil

Features: 100% cotton fabric, detail shoulders and li'l devil embroidery.
2039 Sizes SM, MD, LG, XL $28.95
XXL $29.95

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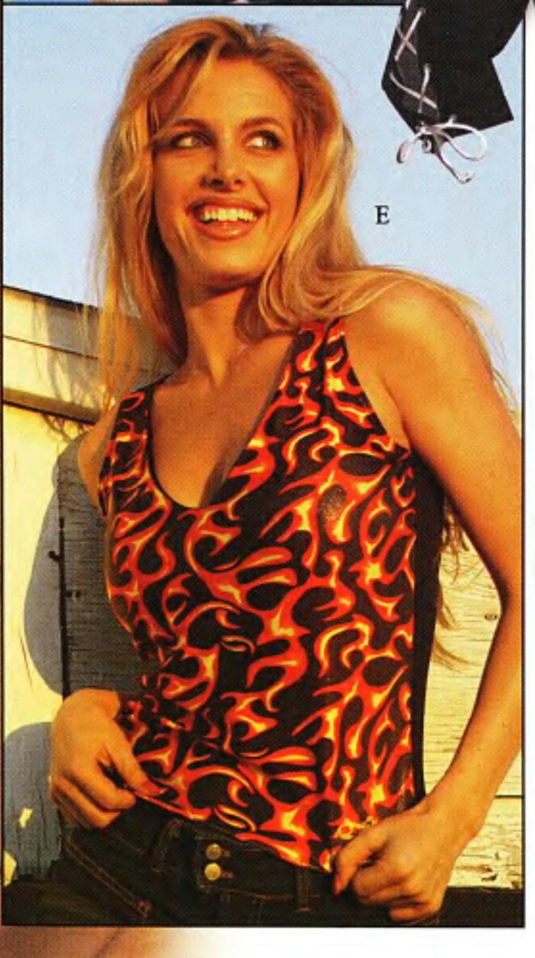

E

F

A. Light My Fire
Features: Shimmering poly/Lycra flame fabric design on a tank style shirt.
3045 Sizes SM, MD, LG, XL $31.95
XXL $33.95

B. Satin Lace Tops
Features: A discreet embroidered logo and machine washable 100% cotton. Available in two colors.
1109 Ivory • 1110 Black
Sizes SM, MD, LG, XL $26.95

C. Pretty In Pink
Features 100% pre-shrunk cotton with skin tone flattering colors.
3057 Sizes SM, MD, LG, XL $19.95

D. Lace-Up Sleeve
Features: Cotton/Lycra fabric with lace-up sleeves and an embroidered logo. Available in three colors.
2067 Orange • 2068 Olive • 2069 Black
Sizes SM, MD, LG, XL $29.95
XX $31.95

E. The Red Hot Tank
Features: Poly/Lycra flame fabric with built in shine on a v-neck tank style shirt.
2066 Sizes SM, MD, LG, XL $29.95
XXL $31.95

F. Angelica
Features: Nylon/spandex fabric and a built-in lining.
3034 Sizes SM, MD, LG, XL $29.95
XXL $31.95

G

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G. Riders Block

Features: An almost invisible zipper that zips up as far as you want to take it, reflective trim, and an embroidered logo on a 100% cotton shirt.
2040 Sizes SM, MD, LG, XL $26.95
XXL $28.95

H. Tie Me Up Tank

Features: Cotton/Lycra fabric, plunging neckline that can be laced up or left loose, comfortable curve hugging fabric.
2047 Camel (shown) • 2048 Black
Sizes SM, MD, LG, XL $28.95
XX $30.95

I. Lingerie Strap Tank

Features: Soft cotton/spandex fabric, adjustable length straps and a unique animal pattern embroidered logo.
4032 Sizes SM, MD, LG, XL $25.95

J. 20 Eyelet Corset

Features: 20 eyelets and matching ties for maximum adjustment and nylon/spandex fabric. Available in four colors.
1171 Black • 1182 Teal (shown)
1172 Taupe • 1173 Red
Sizes SM, MD, LG, XL $38.95

K. Braveheart

Features: Genuine soft suede and soft watercolor design.
3029 One size fits most. $33.95

J

K

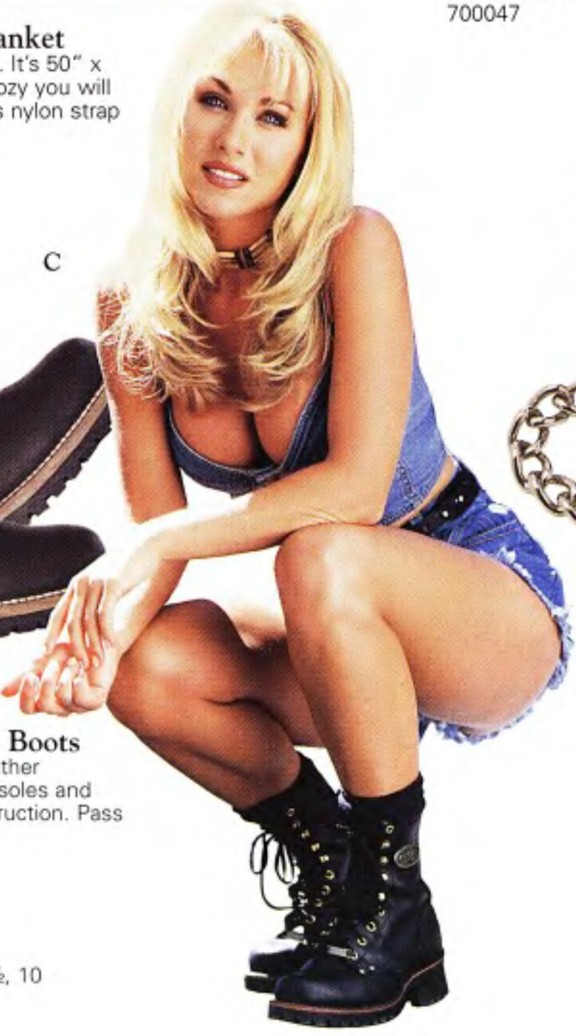
Phone: (800) 247-6246 or
(818) 889-8740
Fax: (800) 523-8301 or
(818) 889-4726
www.easyriders.com

B

B. Chillbuster
Beat the cold with the *Easyriders* cotton/poly chillbuster. It completely covers the chest and neck area and features a secure Velcro closure.
700047 $29.95

A

A. Easyriders Fleece Roll Blanket
This fleece blanket will come in handy. It's 50" x 60", charcoal color, and since it's so cozy you will wish you had more than one. Features nylon strap with velcro closure.
610021 $29.95



C

D

C. Men's and Women's Logger Boots
Rugged as they come with full grain leather uppers, heavy-duty oil-resistant Vibram soles and hand-crafted with Goodyear Welt construction. Pass them down to your grandkids.

2525 Mens $110.00
Sizes 7, 7½, 8½, 12, 13

2526 Womens $89.00
Sizes 5, 5½, 6, 6½, 7, 7½, 8, 8½, 9, 9½, 10

D. Biker Wallet
Inside, this wallet has all the great features of the wallet above. It measures 6" long x 3½" wide and has the *Easyriders* bike logo on the front.
700061 $24.95

E

F

E. THE ASH TRAY

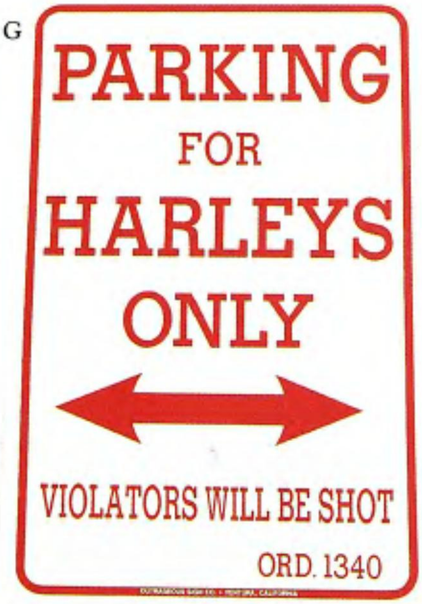
It seems this classic design has been around and there has never been an improvement on its timeless function. It's a bargain you can't pass up.
610002 $5.00

F. SHOT GLASSES

Traditional shot glasses with the *Easyriders* logo to give it a little pizazz. Drink up!

610001 Clear	$4.00
610000 Black	$5.00
610004 Tall	$5.00

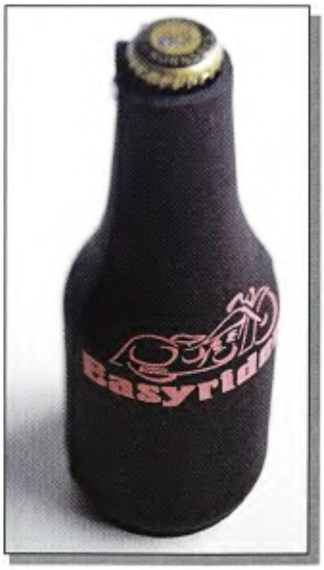
G



G. Harley Parking Sign

Let it be known who parks in your driveway with this Harley sign. Metal sign "Violators Will Be Shot" A great gift for birthdays, holidays, or anniversaries.
S150091 $29.95

H



H. Zippered Bottle Wrap

Keep your hand warm and your drink cold with this neat bottle wrap.
610003 $5.00

I

I. Bi-Fold Wallet

These wallets are made from full-grain naturally tanned domestic hides that are drum dyed. They also feature the *Easyriders* bike logo. Colors may vary. Measures 4½" x 3½". Inside features plastic photo/card insert that holds 5 or 10 back-to-back, 4 credit card compartments, two more compartments and a larger pocket for paper money.
700062 Earth Tones $19.95

Phone: (800) 247-6246 or (818) 889-8740
Fax: (800) 523-8301 or (818) 889-4726
www.easyriders.com

A-F. Zipper Pulls

Where do you need a handy zipper pull? On a vest, jacket, your kids backpack? These little guys come in handy and dress up a plain black jacket like a fine piece of jewelry. There are many to choose from…get a couple!

A.	6001	Line Bike w/*Easyriders*	$5.00
B.	6004	Tribal Eagle	$5.00
C.	6002	Skull	$5.00
D.	6005	Diamond Plate	$5.00
E.	6000	Line Bike	$5.00
F.	6003	Engine Eagle	$5.00

G. Retractable Keychain

This heavy duty keychain has a heavy duty metal clip on the back to hang on your belt. The metal chain retracts into a polished nickel case with an *Easyriders* logo.

300159 $11.95

H. The Collectable Easyriders Pens

These precision writing tools are more than just pens, they express the rugged hand of those who ride, plan to ride or wish to ride. These are must-have pens for collectors.

40003	The Tool Pen	$19.95
40002	The Braided Pen	$21.95

J. Easyriders Signature Braided Belt

6012 Mens $39.00
Sizes 34", 36", 38", 40", 42", 44", 46", 48", 50"

6007 Ladies $39.00 (1" wide)
Sizes 26", 28", 30", 32", 34", 36", 38", 40"

K. Men's or Ladies' Embossed Belt

2351 $39.00
Sizes 28", 30", 32", 34", 36", 40", 44"

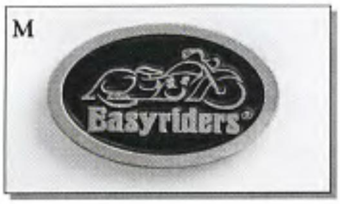
I. Easyriders Multi Tool

Most everyone knows how handy this little tool is. The only question is "Do you have one."

40000 $18.95

Phone: (800) 247-6246 or (818) 889-8740
Fax: (800) 523-8301 or (818) 889-4726
www.easyriders.com

L

M


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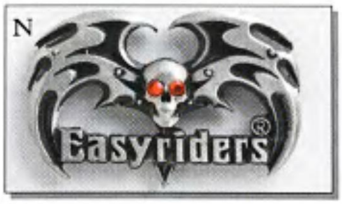
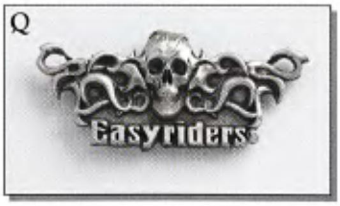


O

PINS

These pins are skillfully crafted with detail that makes a statement. They are made of pewter; some even have an added detail of decorative stones.

P

Q


R

L. Brushed Metal Pin
610005 $5.00

M. Oval Line Bike Pin
610007 $5.00

N. Chrome Skull Pin
610008 $5.00

O. Winged Engine Pin
610006 $5.00

P. Iron Cross Pin
610009 $5.00

Q. Tribal Skull Pin
610010 $5.00

R. Purple Wings Pin
610011 $5.00

S

S. The Keychain Knife
Now have a knife handy without bulking up your pocket. This one is just small enough to carry with your keys and sharp enough to do the job.
40001 $15.00

T

U

V

W

KEYCHAINS

Choose a key chain for its usefulness or just its great look. To help you make a choice, we offer the *Easyriders* leather fringe keychains that are gentle on your paint job. The handy little knife keychain comes in handy just about anywhere so you may want to get one of each.

T. The Iron Cross
5000 $11.95

U. The Eagle Engine
5003 $11.95

V. The Line Bike
5001 $11.95

W. The Tribal Skull
5002 $11.95

A

A. Flame Knit Beanie

Features: Knitted fabric with flame design woven in and an embroidered bike logo. Available in two colors.

300130 Yellow/Black/Red $19.95
300132 Orange/Black/Yellow $19.95

B

B. Flame Baseball Caps

Features: Cotton twill fabric, six-panel pro-style pattern, adjustable self-fabric velcro strap in back and embroidered logo and flame outline. Available in three colors.

300402 Red/Red/Black
300400 Black/Orange/Gold
300401 Red/Orange/ Gold $19.95

C

C. Ladies Animal Print Cap

Features: Animal Faux cap, embroidered logo, air holes and adjustable snap closure in back.

300365 $19.95

D. Ladies Animal Print Headwrap

Features: Animal Faux on 100% cotton and machine washable.

300375 $19.95

D

E

E. Easyriders Signature Buckle Belt

6011 Mens $40.00
Sizes 34", 36", 38", 40", 42", 44", 46", 48", 50"

6006 Ladies $35.00
Sizes 26", 28", 30", 32", 34", 36", 38", 40"

F

F. Kids Shirts

Features: 100% preshrunk cotton, machine washable and made in the U.S.A. Shown left to right.

8818 Flower Power (Purple)
8819 Lil Piggy (Ash)
8817 Flame Bike (Yellow)

XS (2/4), SM (6/8), MD (10/12), LG (14/16)
All shirts are $14.95

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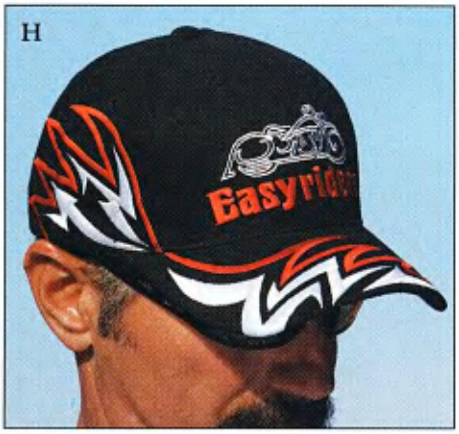
G

H



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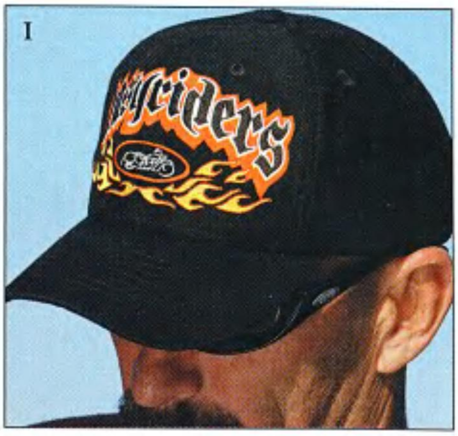

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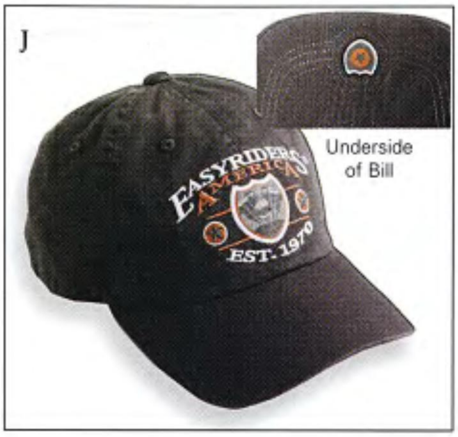

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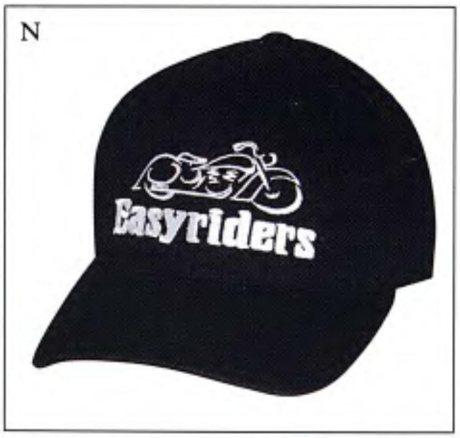

O

Metal STud & Suede Cap

Features: 80% acrylic and 20% wool, an adjustable snap/buckle back, a metal oval logo on front and additional embroidery on the back.
300403 $19.95

P

Embroidered Easyriders Hat

Features: Heavy duty embroidery with three dimentional bike logo and detailed *Easyriders* embroidery on the brim.
300408 $19.95

G. Bull Denim Melton

Features black heavy (bull) denim that is light, durable and has an elastic band inside for fit.
3001 Sizes SM/MD, LG/XL $24.95

H. The Shred

Features: Wrapped in embroidery and a design on front and one side. Velcro closure in back.
300410 $19.95

I. Flame Gothic

Features: Embroidered front design and pull-up buckle closure.
300419 $19.95

J. Motocrest

Features: 100% cotton twill, metal slide closure and added design on underside of bill.
300425 $19.95

K. Underburn

Features: 100% brushed cotton, adjustable metal slide closure and added design on underside of bill.
300426 $19.95

L. Back Burner

Features: 100% brushed cotton, adjustable metal slide closure and added design on the back of cap.
300420 $19.95

M. Gothic Burn

Features: 100% cotton, Velcro closure embroidered front design.
300427 $19.95

N. White Logo Embroidered Cap

Features: 100% cotton cap, rich embroidery, six panels, and an adjustable Velcro closure.
300409 $19.95

A.

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B. 2005 Swimsuit Calendar

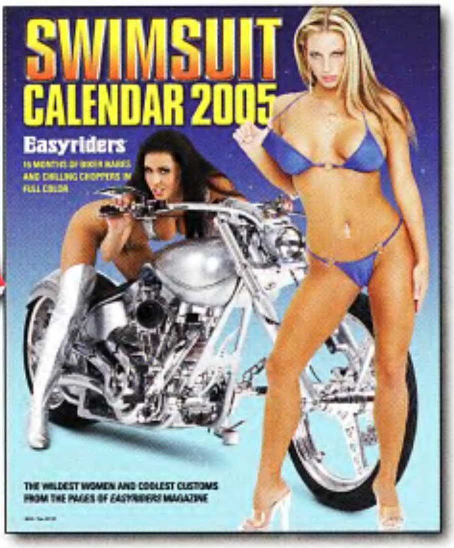
Let the next 16 months take you on a journey of hardbodies, soft curves, and absolutely incredible bikes. A great way to count down the days until the next year. CEA005 $9.99

C. Easyriders Wing Pin

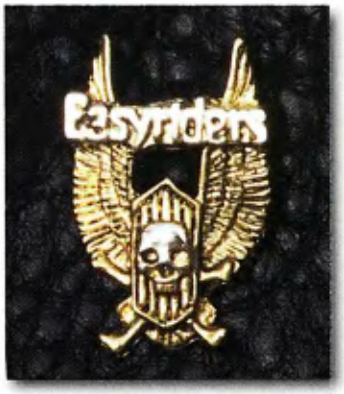
Shown here on a leather jacket, this little pin packs a punch. Its design dates back to the early days of free-spirit biking. At this price it's a steal, so pick up a few as gifts. Die cast with silver and gold finish.

310477 *Easyriders* Wing Pin $1.50

B.



C.



Pin is shown larger than actual size.

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